

The Hongkong Telegraph.

(ESTABLISHED 1881.)

68931 三拜禮 號三月九英港香

WEDNESDAY, SEPTEMBER 3, 1919.

日十月七

SINGLE COPY: 10 CTS
\$36 PER ANNUM.

REUTER'S TELEGRAMS.

THE FIGHTING IN RUSSIA.

NO BRITISH TROOPS ENGAGED IN CAPTURE OF EMPSTA.

London, September 1.
A War Office communique says:—Fighting on the Archangel-Vologda Railway continued all day on August 20 for the possession of Empta village, which changed hands several times. No British troops were engaged in this fighting. Our airmen bombed Plesotskaya heavily. Russian troops attacked and captured Kadish, fifteen miles east of Empta, on August 29, capturing 90 prisoners and one gun.

HOME CRICKET.

YORKSHIRE WINS THE CHAMPIONSHIP.

London, September 1.
Surrey beat Essex by ten wickets.
The final positions in the County Championship are:—

Yorkshire	46.15 per cent.
Kent	42.85
Notts	35.71
Surrey	33
Lancs	33.33
Somerset	33.33
Hampshire	31.25
Gloucester	25
Leicester	21.42
Derbyshire	21.42
Sussex	20
Northants	16.66
Middlesex	14.28
Essex	11.11
Warwick	7.14

IMPORTANT POLISH SUCCESS.

A FORTRESS CAPTURED.

London, September 1.
A Polish communique says:—We have captured the fortress of Bobrujsk, which was strongly defended. We used tanks to support the infantry. We took 500 prisoners. Bobrujsk is a hundred miles south-east of Minsk. It is of great strategic importance, constituting the western defence of Moscow and is the key to White Ruthenia.

BRITISH STEAMERS.

TO LOAD IN GERMANY.

London, September 1.
The P. and O. British India and Well Lines announce that their vessels will load at Hamburg and Bremen.

THE BATAVIA IN HARBOUR.

A BIG EX-GERMAN VESSEL.

The Batavia, which came into port this morning, is a big ex-German vessel. She is flying the Inter-Allied flag and has on board some three thousand Chinese of the Chinese Labour Corps, who are being repatriated by the Allies to their homes. The Batavia came from Marseilles via Saigon. She went ashore near Saigon and, consequently, goes into dock here for repairs.

From Hongkong the vessel goes to Shanghai. Her agents are the Messageries Maritimes.

S.S. TAI LEE.

OFFERED FOR SALE BY AUCTION.

The s.s. Tai Lee, which was built in 1914 by the Hongkong and Whampoa Dock Co., Ltd., was offered for sale to-day. She is a steel turn-screw vessel belonging to the Sze Yip Steamship Company. She was requisitioned by the Government and converted into a transport for service in Mesopotamia and was recently released by the Government, but in a state that is not what she was in when taken over by the Government.

She was put up to auction this morning by Mr. George Lamont. Bidding started at \$150,000, but as no better offer was forthcoming the sale was cancelled, the boat being valued at much more than the only bid that was made.

MAJOR CASSEL.

CHAMBER OF COMMERCE TRIBUTE.

The Secretary of the Hongkong General Chamber of Commerce forwards us the following copy of the Chamber's letter of appreciation to Major Cassel O.B.E., D.A.A., Q.M.G.:—

Dear Major Cassel:
The Committee of the Hongkong General Chamber of Commerce desire to express to you their appreciation of the assistance and courtesy that the commercial, and particularly the shipping community of the Colony have always received from you during your tenure of the office of D.A.A., Q.M.G.

Many a difficult situation has been rendered less difficult by your tact and willingness to meet the business interests wherever possible, and I feel sure that this expression of appreciation on the part of the Committee is heartily endorsed by all members of the Chamber who have had dealings with your department.

The Committee regret your impending departure, and take this opportunity of wishing you bon voyage.

Yours sincerely,
(Sd.) S. H. DODWELL,
Chairman.

NEW TUG.

A new tug, the St. Samson, built by the Kowloon Dock Company, made her maiden trip at 9 o'clock this morning. She takes the place of the David Gillies, which went on war service.

THE "HAUROTO".

WRECKAGE FOUND.

EUROPEAN LADY AMONG THOSE MISSING.

Definite news has now been received as to the fate of the s.s. HauROTO. It appears that the vessel went ashore somewhere in the vicinity of Money Island during the recent typhoon.

As we have previously stated, Messrs. Carmichael and Clarke asked all steamers passing through the region of the typhoon to keep a good look-out for any signs of the HauROTO. In accordance with these instructions, the captain of the s.s. Telemachus, on his voyage from Saigon, made special efforts to get news of the vessel. The Telemachus left Saigon on August 21 and, since the weather was favourable, the captain shaped a course to the western side of the Paracels and passed about six miles of what is known to China Coast shippers as "The North Reef." At about 8 a.m. on the 22nd, when off Money Island, he observed a white spar floating on the water, on which there were a number of sea birds. At that time there were several foreign passengers on the Telemachus who had all been keenly on the look-out for any signs of the HauROTO. They were allowed on the bridge to assist in keeping a watch. Upon sighting the object, the Captain immediately gave orders for the ship's course to be altered, and the spar was taken aboard. The Telemachus then proceeded slowly on her course and shortly after picking up the spar observed a floating object which had the appearance of a raft. Again the course was altered, and when the Telemachus got within about a quarter of a mile of the object a boat was lowered which came back with the report that there was every evidence that the floating wreckage was part of the saloon of the HauROTO. The wreckage was not taken aboard, but from the description there is no doubt that it formed part of the superstructure of missing vessel.

The master of the Telemachus states that there can be no doubt that the HauROTO got right into the middle of the typhoon and went ashore on one of the Paracels Reefs. When we ran in close to the reefs," said the captain of the Telemachus, "it was calm weather and the water was more or less smooth, but the breakers on the reefs even in that weather were mountain high. What they must have been like in a typhoon it is beyond my knowledge to state. Certainly no steamer could have lasted for more than ten minutes. It has not been possible to identify the spar picked up by the Telemachus as being part of the HauROTO, but other wreckage mentioned above undoubtedly belongs to the lost steamer.

The captain of the Telemachus is to be congratulated upon his endeavours to bring in news of the HauROTO. He did everything humanly possible to carry out the instructions given him to look for the lost steamer, and it is only through his efforts that the fate of the HauROTO has been definitely ascertained.

The HauROTO carried about 200 Chinese passengers and one European, a French lady, who was on her way to Hongkong. All hope of any of these lives having been saved has been abandoned.

A THUNDERBOLT?

KOWLOON HOUSE SUFFERS DAMAGE.

In the early hours of this morning at about 4.30 a.m., residents were startled by a vivid flash of lightning, followed immediately by a loud crash of thunder. It appeared to be a thunderbolt, and must have awakened everybody from sleep.

The effects of this occurrence were felt in Kowloon, and at least one house—No. 13, Granville Road—was damaged. Mr. L. R. Idlefonse, a stenographer of the American Express Company, resides here and at the time of the occurrence was lying in bed. He was suddenly startled by what sounded like the explosion of a bomb and immediately there fell from the ceiling to the side of his bed about five pounds of broken tiles. On looking up, he saw a hole in the ceiling, and the room was partially filled with smoke. There was, however, no fire. On getting up and examining the premises, Mr. Idlefonse discovered that all the joints of the electric wire connections were damaged, as also was the meter. The wires appear to have been struck first, and the lightning must have passed through them into the ceiling, making quite a big hole. It is said that No. 13, Granville Road was also damaged.

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TROUBLE IN A TYPHOON.

CHINESE ENGINEERS REFUSE DUTY.

This morning at the Marine Court, before Captain Basil Tait, B. N., Marine Magistrate, there appeared two Chinese engineers of the s.s. Chefoo—Tam Kwal (chief engineer) and Li Chin (third engineer)—who were charged at the instigation of Captain H. Foy, master of the s.s. Chefoo, with unlawfully neglecting their duty and impeding the navigation of the ship on the high seas on the 21st and 22nd ultimo.

Defendants pleaded not guilty. Capt. M. Foy, examined, said: I was on my way up from Freemantle and when 170 miles south of Hongkong I struck a typhoon. I sent for the first defendant to my cabin and told him he must keep a good head of steam. He replied "I can't do it." This was on the 22nd ultimo. On the 23rd at 1 a.m. the engines stopped. Half an hour later they started very slowly and stopped again at 2.30 a.m. for good. Again I sent for the first defendant and expostulated with him, but he only laughed. He added that everybody refused duty. He suggested my putting in somewhere for shelter. I pointed out I could go nowhere without steam. He said he must wait for better weather.

Mr. Henry Enders, mate of the Chefoo, said that on the 22nd ultimo there was not enough steam to keep the ship to the wind, hardly enough to turn over the engine. The master sent him down at 7 p.m. to tell the defendants to keep up steam. Witness saw, the first, second and third engineers and pointed out to them the danger the want of steam was causing. They made no effort to do anything. There was nothing being done by any of them, and the firemen were not doing their best. Witness' expostulations only produced laughter from the chief engineer.

The first defendant said that at the time the ship was rolling too much and the firemen could not stand the water which was coming from above. He put on a pump to pump out. He could not keep steam and his man were doing all they could. He did not say the men had refused duty and there was nothing wrong with the boiler.

The second defendant had nothing to say.

His Worship sentenced both defendants to twelve weeks' hard labour.

BOYCOTT VIEWED BY A JAPANESE.

A POPULAR, NOT OFFICIAL, MOVEMENT.

Dr. S. Yoshino, in an article published in the Japanese Toho Jiron an English translation of which appears in the Japan Advertiser, expresses the following interesting views upon the present relations between China and Japan:—

The movement started by the Peking University students for an immediate return of Shantung and the chastisement of traitors, has now taken a definitely anti-Japanese form and has spread over the entire Republic. It seems as though had the Chinese been sufficiently prepared, they might have made war against Japan. Such being the case, though any 'taking up of the gauntlet' is puerile, we Japanese people need to be at least prepared for self-defence.

NOT BY INSTIGATION.

The spread of anti-Japanese feeling is not only a matter of anxiety to us but to China herself. We must not overlook the fact that this movement is spontaneous on the part of the Chinese. Some Japanese ascribe it to the instigation of a few intriguers. Others exaggerate the atrocity committed by the Chinese in Shanghai and insist in chastising them. As far as I think, it is evident that these views are self-contradictory. Former anti-Japanese movements in China—especially boycotts—might have been due to the instigation of a few influential figures in official and commercial circles. To-day things are different. The Chinese people have made such progress that they cannot be easily stirred up by others. Boycotts can no longer be stopped by influencing powerful persons. The Chinese are conscious of the causes of their own actions.

MISTAKEN CONDESCENSION.

The Koreans and the Chinese are not, as we are accustomed to think, so inferior to us in nature. I hear that the antipathy toward us entertained by aborigines of Formosa has reasonable grounds. "Even a fly has its anger." The Koreans and the Chinese who are far superior to those savages are justified in disliking us. Of course, they regard the Japanese nation as more powerful than their own in many respects. They feel their defects when brought into contact with us. But it is a great mistake to look down on them and think that they will be always subject to our will and can be forced to act according to our wish.

TO-DAY'S EXCHANGE.

The closing rate of the market demand to-day was:—

THE WEATHER.

Forecast:—Fair, Breeze 29.73. Temperature 7 p.m.—79. Humidity 2 p.m.—79.

SHIPPING ITEMS.

The s.s. Tak Sang came into port this morning from Haiphong with 660 tons of general cargo and live-stock for Hongkong. She is an Indo-China vessel. She loaded a junk bottom up in the Gulf of Tongking.

The Hangchow brought to-day a load of 1,635 tons of rice from Wuhu for Colony. She is under the agency of Messrs. Butterfield and Swire.

The Chik Sang from Swatow consigned to this port 150 tons of general cargo. She has on board 400 tons of through cargo.

The Shidzuoka Maru from London brought with her 39 bags of mails, 502 tons of direct and 5,525 tons of through cargo. She is an N.Y.K. vessel.

The Shinryo Maru had on board 384 tons of general merchandise for Hongkong and 3,636 tons of through cargo from Bombay. She is moored at Kowloon wharf, No. 1. She is another N.Y.K. boat.

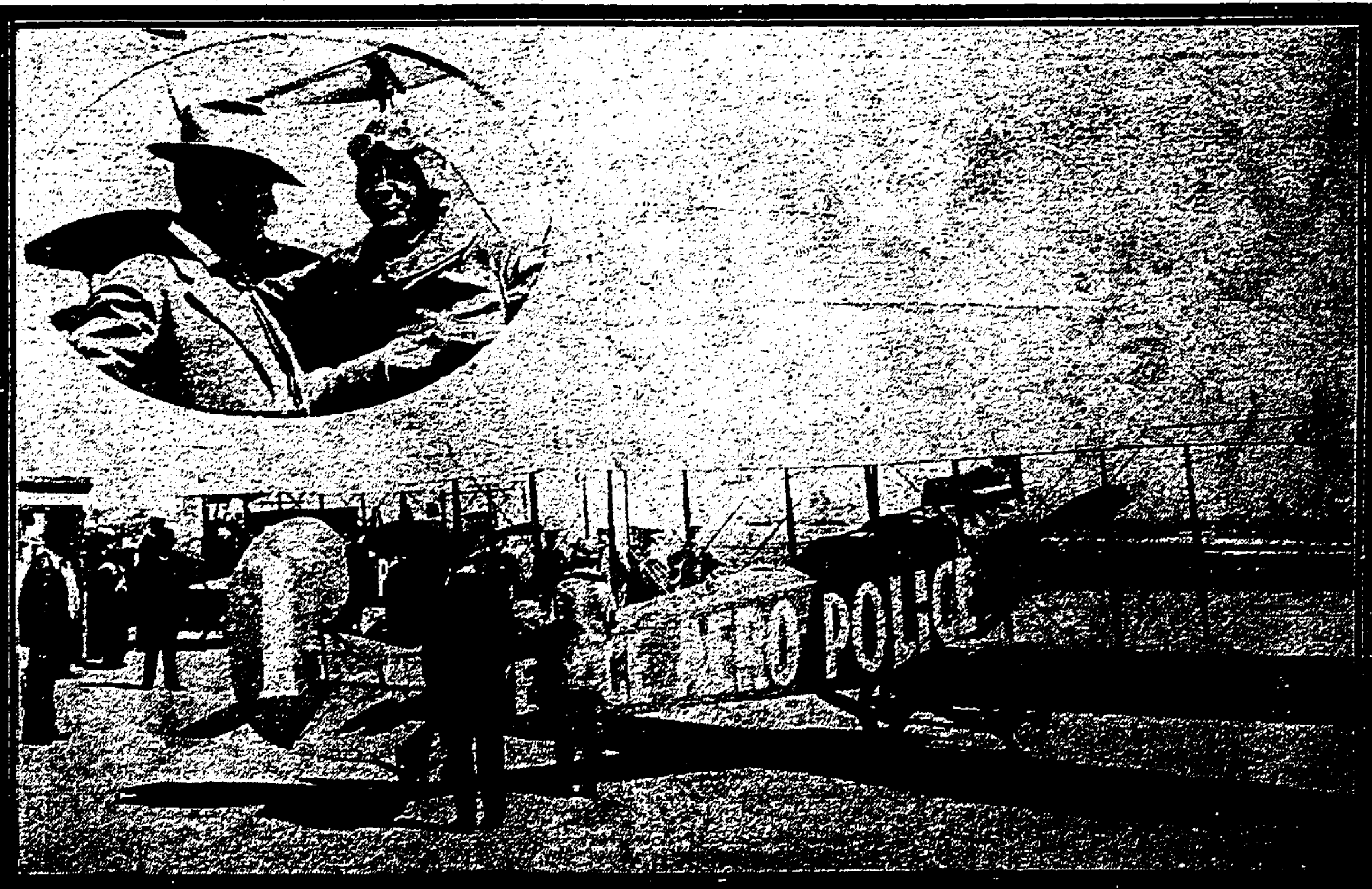
The Hangchow left this afternoon for Canton with a through cargo of rice.

FOREIGN AGGRESSION.

If there was instigation it was unimportant and the anti-Japanese movement quickly became independent of any instigation and is now being gradually Bolshevized in the name of anti-autocracy and anti-Japanism. When we investigate its fundamental ideas two ruling thoughts are seen:—One is opposition to foreign aggression, and the other is a hatred of autocracy. The Chinese people have had bitter experience of foreign aggression. In opposing this, they do not make any distinction between Japan and other Powers. This is why the present movement, while chiefly anti-Japanese, is sometimes anti-foreign also. Nevertheless, the majority of the Chinese populace regard Japan as the best representative of aggressive nations. No wonder their attack is directed against us! In the same sense, the voices against internal autocracy which were in the beginning only uttered against a few powerful persons in official circles, have now begun to censure the whole Peking Government. It follows that efforts to quell the Anti-Japanese movement by negotiating with the Chinese Government will be fruitless. If the settlement of the problem is left in the hands of both Governments only it will never be realized.

TWO JAPANS.

China, despite her actions to-day, does not in truth want to expel Japan but only her aggressive principle. Japan herself is not positively a country of aggression, though she is densely tinged with militarism and autocracy. I have been engaged for years in attacking the militaristic autocracy in our country. The majority of our people love peace, freedom and internal welfare. We have to acknowledge that there are two Japans to-day—one peaceable and one aggressive. It is the latter that has hitherto held the reins of Government. This Japan aimed at a project in China, by which she could profit at the cost of others. With this purpose in view, Japan created pro-Japanese elements in Chinese official circles which are always ready to act according to her will. The Chinese populace criticizes this action of the aggressive Japan as an intolerable crime. This is the motive of their feelings against us. Moreover, this aggressive Japan is also the focus of criticism by true patriots among our people. Hence, it is reasonable to say that the Chinese people are not in any way pro-Japanese.



The above picture shows an aeroplane which is now being used by the Police Aviation Service.

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THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

GORDONS AT MONS.

WHO GAVE THE ORDER TO SURRENDER?

Considerable public interest was manifested in the trial of the action for alleged slander arising by Colonel W. E. Gordon, of the Gordon Highlanders, against John Leag & Co., newspaper proprietors, Dundee, which was continued in the Court of Session recently before Lord Ormiston and a jury. The pursuer, who claims £5,000 damages, complains that in the defendants' newspaper, the *People's Journal*, it was erroneously stated that during the retreat from Mons he had ordered his men to throw down their arms and surrender. The statement was made in an article which purported to be written by Corporal George Mutch, late of the 1st Gordons.

Colonel Gordon, the pursuer, gave an account of the action at Auden Court on 25th and 26th August 1914. Up to a point he felt that the day was with the British. His opinion was that they were merely in contact with a small isolated section of the enemy. Immediately afterwards heavy firing was poured in across the road, and the British officers emptied their revolvers in the face of the enemy, killing many Germans. He gave the order to the men, "Fix bayonets. We fight to the death or get through." That appeal was not responded to at the moment.

Q.—Could you understand why? A.—Most certainly I understood why.

Q.—Why then? A.—Because an officer shouted, "I order you to disobey Colonel Gordon's order. I call it bloody massacre. I am not in command of this column. It is an unnecessary sacrifice of life."

Q.—Was that officer your subordinate? A.—At the moment he was. Q.—Who was that officer? A.—Lieut.-Col. Neish. Captain A. D. Stewart, Gordon Highlanders, said that Colonel Gordon's attitude was that of absolute refusal to surrender, and that if Colonel Neish had kept his mouth shut the column under Colonel Gordon would have broken through.

Other witnesses spoke of Colonel Gordon's soldierly conduct on the occasion referred to. NEWSPAPER "STORY" DENIED.

Corporal Mutch was the first witness examined, and was questioned by Mr. Watt, K.C., as to the incident of the surrender.

Mr. Watt—Did you hear Colonel Gordon giving any order?—Yes.

What was that?—"Fix bayonets!"

Was that at once carried out?—Yes, by the men around me.

Did any other order come along the line?—Yes—"Put up your rifles."

Anything about your hands?—Yes, an order came immediately afterwards—"Put down your rifles and put up your hand!"

Did you know who gave the order?—I did not; it was passed down the line.

Did you ever think it was Colonel Gordon who gave it?—I did not.

Witness went on to say that after several attempts he escaped from Germany in November 1917. On his return home he was interviewed by a reporter from the *People's Journal*, and told him his experiences. He did not write the article himself.

You did not make any statement to him as to who gave the order to surrender?—No.

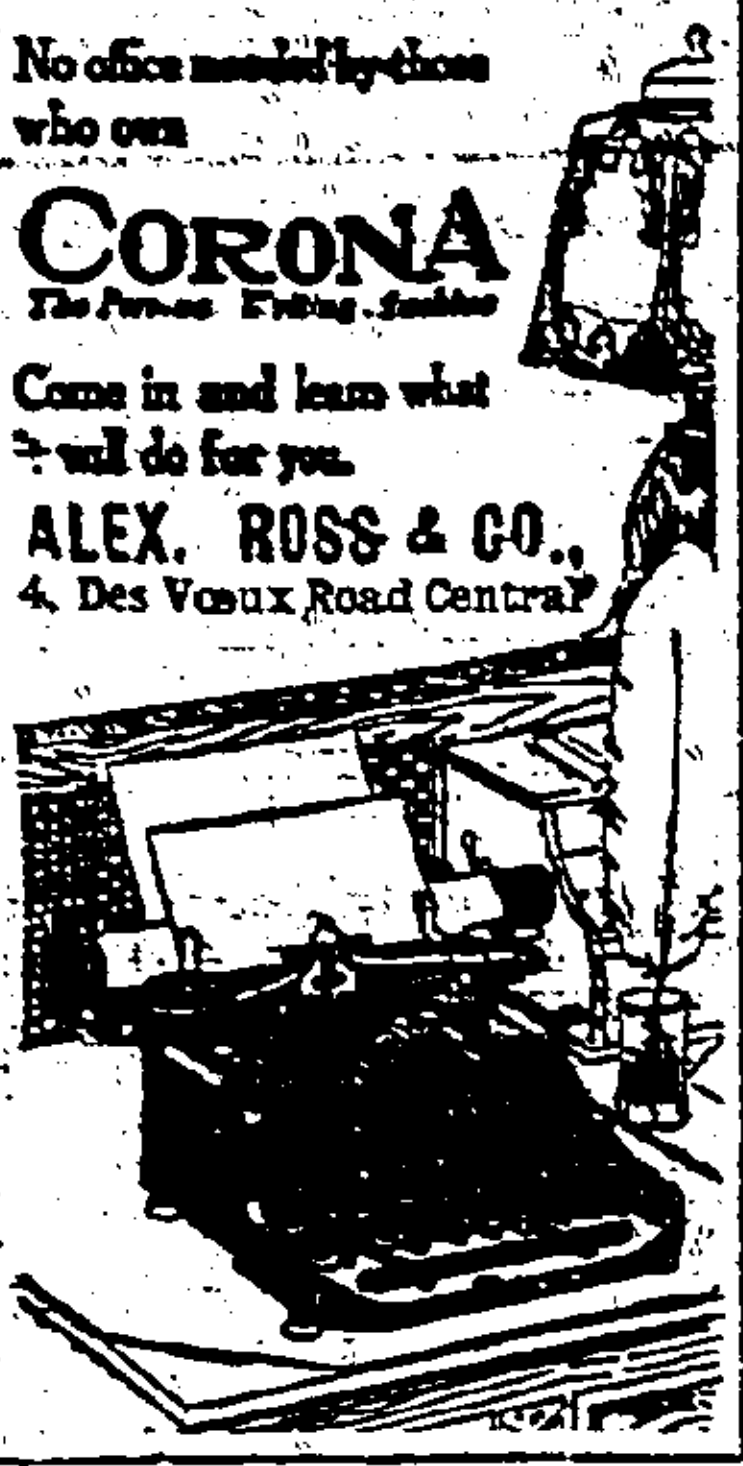
Mr. Watt drew witness's attention to the opening words of the article—"It is no use fighting any longer, men. It is only a useless sacrifice of life. We'd be better to put down our arms and surrender." That day in September 1914, when Colonel Gordon, of the Gordon Highlanders, gave us the above order, was, I believe, the most eventful of my life.

Mr. Watt—Did Colonel Gordon ever give you this order, or did you say to this journalist that he had given such an order?—No.

The Solicitor-General (cross-examining)—Is it your view that the order to surrender was an order which should not have been given?—If it had been given by a higher command, it was not for us to question.

Is it a fact that you never took any exception to the opening words of the article until you were summoned to a meeting in the Perth Records Office by Colonel Gordon?—That is quite true.

Re-examined by Mr. Watt, witness said there were between 400 and 500 Gordons concerned in the surrender, but there were also men of several other regiments—Royal Scots and Royal Irish among them—and altogether there were about 1,000 men there.



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THE KAISER'S BODYGUARD.

Wm. Bisset Anderson, Aberdeen, late Regt. Sgt. Major in another battalion of the Gordon Highlanders, was asked for his opinion of Colonel Gordon as a soldier, and replied, "One of the best." Witness had heard various rumours about the 1st Gordons at Mons, and on one occasion a man of the Cameron Highlanders told him he had no reason to congratulate himself on being a soldier, as he belonged to the Kaiser's Bodyguard. On another occasion in a mess in Aberdeen, an Irishman in the A.S.C. who was somewhat inebriated, said the Gordons had lost more men at Mons than the A.S.C. had lost during the whole war! (Laughter.) He resented that, and the result was the mess had to be cleared. (Renewed laughter.)

William Dawson, Edinburgh, a former officer of the Gordon Highlanders, said that on many occasions he had heard the regiment referred to as "The Kaiser's Bodyguard."

Other witnesses testified to the injury that had been done to the reputation of the Gordons.

THE DEFENCE.

Cedric Fraser (28), journalist, Dundee, the first witness examined for the defence, said he did not know any of the details about the behaviour of the Gordons during the Mons retreat until he interviewed Corporal Mutch on behalf of the *People's Journal*.

Mutch told him that the order to surrender had been given by Colonel Gordon.

Is there any truth in the allegation that statements were deliberately inserted without authority or justification in these articles by the defender?—No truth whatever. They appeared exactly as I wrote them, and I wrote them as I got them from Corporal Mutch.

George Glass, editor of the *People's Journal*, described the previous witness as a reliable reporter. He denied that publication of the article in question had been inspired by the shareholders of the Company, including Colonel Neish, and further denied that there was any foundation for the suggestion that the article was published for the purpose of injuring the reputation of Colonel Gordon.

George Neish (70), a shareholder, in defenders' Company, and brother of Colonel Neish, said he had nothing whatever to do with the preparation of the article, and did not see it before publication or inspire it in any way whatever.

COLONEL NEISH.

Lieut.-Colonel F. H. Neish (56), late commanding officer of the 1st Battalion Gordon Highlanders, said he went to France in command of his battalion in 1914. He was a prisoner in Germany from 27th August 1914 until 12th August 1916, when he was sent to Switzerland on account of ill health. He returned to this country in September 1917, and was gazetted out in April of this year on account of ill-health contracted on active service.

The Solicitor-General—It is suggested you inspired the articles? A.—Absolutely untrue.

MARKING "DOWN."

INTERESTING VIEWS.

The *Daily News* gives the following views on the question of men who marry beneath their social scale:

The Lord Chief Justice.—It is a very bad test that persons who marry into what is called the class below them must be regarded as abnormal.

Mr. Justice McCordie.—I should say that it showed he was emphatically normal, because it showed that he had both courage and independence.

Opinion among newspaper readers differed widely about the above extract from recent law reports. The subject seems to have aroused special interest on account of the democratization of the community which is said to have been produced by the war. Here are some of the views expressed by members of a City luncheon circle:

Solicitor's Managing Clerk.—More men are marrying below them now than before the war simply because social life has become more free and easy. It isn't that men are brave enough to marry the girl they want, or that it's easier for them to do it, but simply that they are not brave enough to refuse the girl they don't want. That is why ten men marry "down" for every one man that marries "up."

Business Girl.—I don't know what the judges mean. What is "marrying below you"? Who are these "persons," and why are they supposed to be specially independent? Why shouldn't anybody marry anybody else without being bullied? Publisher's Reader (recently demobilised).—The war did nothing to bring officers and men together, at any rate behind the lines, where the officers belonged to their own trade union and ran the show for their own benefit. The war, in my opinion, actually tended to separate the classes. Even in the ranks there was a great deal of cliquishness. So that if there really are more "up" and "down" marriages than formerly I don't think it will add to the world's happiness.

Lady Typist.—Fellows with money take girls about more than they used to do, and girls are smarter in keeping fellows up to the mark. So that's that!

The Man in the Corner.—It needs as much pluck and common-sense and affection on both sides as ever it did to make a really happy match between two people who were not brought up in the same sphere. The war has made very little difference. But where you do get the pluck and common-sense and affection these marriages are often the happiest of all.

Had you any knowledge of their publication?—None whatever.

Witness stated that he was a shareholder in this newspaper, but had taken no part in the management of it. He had only attended one meeting of directors, and that 10 or 20 years ago.

Mr. Watt (cross-examining)—You knew this statement about Colonel Gordon was false?—I knew Colonel Gordon did not give the order to surrender.

Did you thereupon write to Colonel Gordon expressing regret that such an article appeared?—I did not do so, and for a very good reason.

Why?—Because the last time I had any word with Colonel Gordon was in Germany in October 1914, when I addressed him by name. He said, "I shall not speak to you again. I will ruin you." Therefore I did not write to Colonel Gordon.

Colonel Neish asked to be allowed to make a personal statement, and permission was granted. He said:—I desire to make a remark in open Court as regards my situation in this case. I was cited here as a witness for the defenders, and I am not a party in the case. Evidence has been led against me, which I have no opportunity of refuting, but I am perfectly willing to have an inquiry in the proper quarter, where I shall be a party to the case, and where I shall have an opportunity of calling witnesses and of the case being inquired into. The last remark I wish to make is that under these circumstances I take this opportunity of most emphatically denying that I ever gave the order to the mixed column to surrender.

THE VERDICT.

At the conclusion of the evidence Mr. Watt, K.C., for the pursuer, said that Colonel Gordon did not want to make any money out of this case. No amount of money—not £5,000 a day—would ever take away the pain and suffering that Colonel Gordon and

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his household had endured by reason of this foul statement placed on him. If the jury awarded Colonel Gordon a sum of £500 that might be held to vindicate his character—that was all he asked, and that was only one-tenth of the amount claimed. The Solicitor-General, in addressing the jury on behalf of the defenders, said that the case was one which, in his opinion, ought never to have been raised in Court. He did not believe there was a single citizen in this country who would say a word to belittle the military work and character of Colonel Gordon, and he did not think there was a single newspaper which would consciously or knowingly publish one single article that was derogatory to the pursuer's military career. The Solicitor-General contended that there had not been a syllable of evidence in support of the charge that the defenders knew these statements to be false at the time of their publication. Their defence was that that article did not defame Colonel Gordon and did not defame the Gordon Highlanders, and furthermore, that it was not capable of defamatory meaning. The case had proceeded on the unfortunate misconception under which Colonel Gordon was—that the article in question had been inspired by Colonel Neish. The misunderstanding had unfortunately led this gallant soldier to take a wrong view of the situation. The jury, after an absence of 50 minutes, returned a unanimous verdict for Colonel Gordon, and assessed the damages at £500.

GENERAL NEWS.

BATHS IN SCHOOLS.

The L.C.C. Education Committee at its meeting recently discussed a report by the school medical officer to the Central Care Committee recommending the provision of spectacles, open-air schools, and bathing facilities for children. Miss A. E. Tones, chairman of the sub-committee, said that three new open-air schools were to open shortly. Since March, sites had been acquired for seven such schools, and more are contemplated. She agreed that all schools should have baths, and steps were being taken to that end in all new schools. The Sub-Committee had also under review the whole arrangements for the supply of spectacles to school children.

KING'S HOMELY ON EDUCATION OF GIRLS.

"These methods of preserving and utilizing fruits are very important," and I think they should be taught to our girls in school. All knowledge may be desirable, but some forms are more desirable than others, and while it may be very well and very interesting to teach girls about flowers which they seldom see and birds which they can never catch, I think it would be better to direct attention first of all to those things which would help to make them good housewives." In these words King George expressed some of his views on the education of girls. The occasion was a visit in company with the Queen, Prince Henry, and Princess Mary, to the Scientific Products Exhibition at the Central Hall, Westminster.

WELSH CENTENARIAN.

Bryngwyn, Monmouthshire, had the distinction of having a local centenarian at its peace celebrations in the person of Betsy Arnold, who has been stated to be 117 years old. This is somewhat doubtful, however, though it is established that the old lady is well over 100. She was born at Skibbereen, County Cork, at a time when the registering of births was not the rule. The Rev. Father Exton, of Llanarth, has made inquiries in Ireland, as a result of which he has come to the conclusion that she is 104, having been born on June 21, 1815. When younger she did a good deal of work on farms, and had a reputation of being stronger than any man for miles round, her weight-bearing prowess being phenomenal. At the peace celebrations at Bryngwyn she danced gaily round a "Verdun" oak tree planted by the Mayor of Abergavenny. Until about four years ago she smoked.

DIVORCED WIFE'S RUSE.

Strange evidence was given in a case which came before Mr. Justice Coleridge in the Divorce Court recently. The petitioner was Mr. George A. Farman, Durand-gardens, Clapham, and the co-respondent Sergt. Martin Howell, of the Canadian Engineers. The case was stated that Mrs. Farman had introduced Howell to her husband as her brother. Whether that was the relationship or not Mr. Farman did not know, but his counsel, Mr. J. A. Hawke, said the wife's brother had left England years ago and one of the relatives could not recognise Howell as the brother. Mr. Farman did not suspect anything in the relations of his wife and Howell, believing her statement, but he found that she had been visited by Howell at Seaford where the Canadian was stationed and where she had gone to stay. In evidence Mr. Farman denied that he had threatened his wife with a revolver or bullied her when she was ill. A decree nisi was granted.

GIRL AND MORMONS.

A girl typist, Florence Pappworth, 19 years, old, residing at Brixton, who had become acquainted with the Mormon sect in London, and wanted to go to Utah, was summoned at Bow Street recently for making false statements in order to get a passport. It was stated by Mr. Harold Pearce, who prosecuted, that the girl knew a man named Limford, who was a member of the Mormon sect, and that she also became acquainted with an American soldier named Estel. The latter wanted to marry her, but she refused him. She wanted to go to Utah, but her parents, who live at Peterborough, objected. She applied for a passport, saying she wished to go to Ogden, Utah, for the purpose of joining my guardian. As a matter of fact, said Mr. Pearce, she had no guardian there and she forged the name of her parents. He added that a certificate signed by the president of the branch of Latter Day Saints at South Tottenham stated that the girl was a member. The magistrate bound the girl over for 12 months on condition that she went to live at home.

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CHEAP POSTAGE.

A PRIME NEED OF COMMERCE.

A Times correspondent writes:—Commerce depends much on enlarged means of communication. The British Empire can neither know itself nor increase its acquaintance with its friends, who are also commercial competitors without extended facilities. Hence by many capable of authoritative judgment it is held that the bedrock of reconstruction is cheap and expeditious communication by letters and telegrams, which should put us in closest touch with every part of the globe.

The letter and the telegram, or "cable," are complementary aids to business. The one announces the bare fact, or makes opening inquiry; the other follows with fuller or alternative suggestions, giving or seeking information of this or that nation's requirements and the imports or exports that are most marketable, which men of thought and action promptly turn to profitable account. By reducing the cost of letters and telegrams to the lowest possible minimum, interchange of news and views would be encouraged between buyers and sellers all over the world, while the dissemination of commercial intelligence would be promoted through the newspapers.

There remains the larger principle of mutual understanding between the peoples. The war has shown how sadly we need such understanding in some directions, how much we have benefited from the comparatively little we possess in other directions. Though both the profit and the loss are incalculable, the indications of each are manifest. Nobody, for example, will refuse to allow to Imperial postage and the cable links of Empire (such as they are) a considerable share in the unanimity with which the Dominions and Colonies grasped the position of Great Britain and rushed to her help in August, 1914. Nor is it less easy to imagine that early misinterpretation of our efforts in some quarters of France and Italy would have been corrected more easily if we had not been separated from French and Italians for so many previous years by a barrier of such postal rates as, generally speaking, are prohibitive of easy and constant communication.

PENNY POSTAGE AGAIN. We are masters in our own household, and, if unable to come to terms quickly for cheaper

postage and telegrams to and from the areas embraced by the Postal Union, we should no longer delay the establishment of cheap and efficient communication between the British Empire and the rest of the world. To all countries we should make known our willingness to create with them a penny post, or alternatively a three-halfpenny post, if they also will conform. Whatever may be the result of this negotiation, we ought not to be deterred from instituting cheaper postage from the United Kingdom. Be the initial cost what it might we should be repaid handsomely for thinking imperially and at once inaugurating, at the seat of Imperial Government, a system of enhanced and cheapened communication throughout the world.

A great step towards our commercial supremacy would be taken by reverting to penny postage for the Empire and America; yet it is far more important to establish a uniform postal rate to all lands, whether that rate be the pre-war penny or the present three-halfpenny.

The history of postal reform in Great Britain contains many proofs of the power of persuasion. During the Franco-British Exhibition the late Sir Henniker Heaton and Lord Blyth tried hard to obtain a penny post to France. They failed, but in failing paved the way for a penny post to the United States. Mr. Whitelaw Reid, who then represented his country in England, was inspired by the arguments advanced for the proposal concerning France to urge the prior claim of men speaking the same language as ourselves and inhabiting a vast territory than France. The scheme to deliver letters for a penny over the Channel—across the way, as it were—led directly to the accomplishment of the other scheme to convey them by the other scheme to convey them over thousands of Atlantic miles and deliver them over thousands of American miles. But what persuasion is, or could be, equal to that which comes with the Peace? War has taught us that it is vital for a nation to understand other nations, fatal for a nation to be ignorant of other nations. The ratification of Peace would bring a brighter prospect of long-continuance of the consequent blessings if we extended to each Allied and neutral nation the advantages now enjoyed between ourselves, our farthest outposts of Empire, and the United States, with whom there is mutual partnership in postal and telegraphic facilities at a low uniform rate, regardless of distance.

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ANOMALIES OF DISTANCE.

Distance, indeed, cannot be said to count in this question. The anomalies are too obvious. For the same charge correspondence is delivered in a street adjoining the post office where it is dropped into the box, or many thousands of miles away across the Atlantic and Pacific, France and Belgium, more or less visible from our own coast, have no advantage over distant China and Japan. One little corner of China, Wei-hai-wei, with a population of fewer than 300,000 and an area of less than 300 square miles, actually comes under the three-halfpenny rate, and in pre-war days secured the benefit of the penny. Presumably the Peace Treaty will bring other small places into the same postal category. Huge tracts of continents and tiny islands will be administered as the property of the Crown or under mandatory powers. In due course they will illustrate the importance of cheap and expeditious posts and telegraphs—or, if we take the penny wise and pound foolish road of administration, will be let and hindered in their progress by relative ignorance of the world at large. There is one opportunity offered by the Peace of demonstrating the practical beneficence of British rule.

Nothing would be so helpful in maintaining what we have won by our arms, in spreading the democratic ideals and in contributing to enduring peace, as the making of the whole world one postal family. Our trade would increase; the friendship of the Allied and neutral nations would be cemented; and, what is probably of greater importance in the long run than anything else, the mutual good understanding thus created would more and more, in the course of years, safeguard the Peace Treaty from becoming a scrap of paper in the eyes of the barbarian.

These things, obviously, cannot be proved. Like all the biggest elements in life, they rest upon faith moulded by experience. What cheap postage and telegraphy have done for man and the Empire can no more be demonstrated by figures than the influence of Shakespeare. None the less, it would be as foolish to deny the one as the other; as foolish, in fact, as to deny the value of reading and writing. A great instrument has been placed in our hands, and a signal opportunity to employ it more advantageously than ever.

Should advantages be at disposal, some of us will think first of France. It will seem to them that so heroic an Ally should be placed on equal terms, in this respect, with America; for, while America is our blood relation, France may be said to have fought her gallant way into the family. But who would ignore a Belgium? And has not Italy

BRITISH CREDIT.

ONLY WAY TO REDUCE FOOD PRICES.

Mr. G. H. Roberts, the Food Controller, speaking at a luncheon at Wandsworth recently to celebrate the anniversary of the opening of the Wandsworth national kitchen, said the Ministry of Food were anxious that the public kitchen movement should be developed during the coming winter.

As to the outlook, there was food in the world, but we had to pay a high price for it. People were likely to be misled into believing that profiteering was the cause but we could not free ourselves from responsibility for past generations. We were suffering for it to-day, and during the first year of the war we had to pay £28,000,000 to foreign countries. We were compelled to go to outside markets, and there was only one market available, North America. We could not get the Empire's supplies through shortage of tonnage, and the Scandinavian countries had been compelled to deplete their stocks during the war.

The financial circumstances were entirely against us. The British sovereign at present was only worth 4½ dollars, and he was informed by his financial advisers that in the course of the week it might be well in the environment of only four dollars. That meant an addition of 20 per cent to the price of any article we had to buy in the American market.

The only way to remedy that was to stimulate production. Before the war we used to export £75,000,000 worth of food. This year we are exporting £25,000,000, and with that we had to buy £75,000,000 worth of food. He had to raise credit in the very country in which he was making purchases with the exchange so badly against us that it meant an additional 20 per cent.

We have to come down to mother earth, he said. We have got to work to produce, or else we can never hope to get food at reasonable prices.

the bravest of claims? Then come clustering memories of Serbia and the newly created or restored nations of the Near East, to say nothing of Japan, where lie so many British interests in one form or another. The conclusion must be that universality is the only wise policy, and that preliminary inquiry should be made of foreign countries, Allied and neutral, whether they desire to reduce the postage between them and ourselves to whatever the Imperial postage may definitely become a penny or three-halfpenny.

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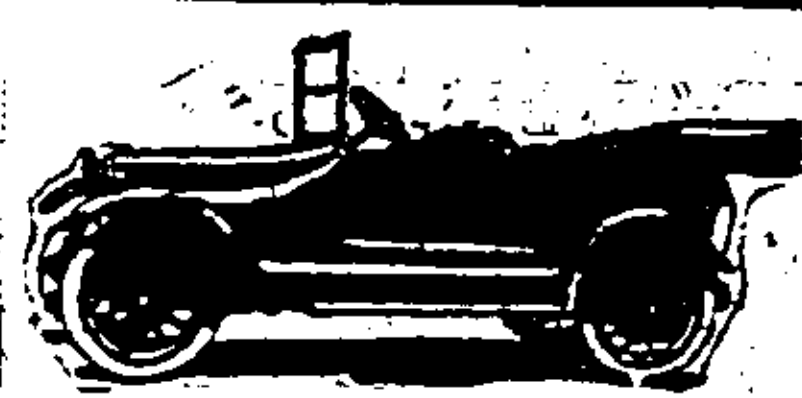
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Business correspondence should be sent to the Manager.

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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

ACKNOWLEDGEMENT.

Mr. C. A. Lopes, Mr. and Mrs. P. A. Yvanovich Mr. and Mrs. A. A. Lopes and Mr. J. M. Lopes, desire to express their deepest gratitude to all, for the kind sympathy received in their recent bereavement.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 3, 1919.

KOWLOON'S FLAT-DWELLERS.

We have of late been dealing with some of the deficiencies from which Kowloon suffers because we know that the community living there keenly feels the need of many things being put right and because these residents believe that Kowloon's wants are always being neglected. It is this feeling which has inspired the wish for a special representative on the Legislative Council, concerning which we hope more will be heard in the near future. From the stranger visiting the Colony and seeing how cramped the island of Hongkong is, the remark always comes that on the mainland there should be plenty of scope for expansion and for the erection of residences. The stranger is right; there is plenty of room, but yet no houses of the type required are built. Even where residences have been put up, no well-ordered scheme of town-planning has been kept in view, with the result that the whole place presents a confused and bedraggled appearance, if we except the main road. It is this housing question upon which we wish to make a few observations, for one thing is certain—that this issue is sure to be raised if there is any useful result from the proposed public meeting.

Kowloon is now studded with flats. That is a relatively new development. We well remember when the first buildings of this type were erected. No one then imagined that within so short a time a very big proportion of the peninsula's residents would be flat-dwellers. But that is the situation to-day. Now, to our way of thinking, flats are not the best type of residences in a place like this. They are all right, and they fill a very necessary place, in large cities where suitable building sites are very few. But they are an anachronism in such a spot as Kowloon, where there are acres upon acres of ground and where, if development proceeded on rightful lines, we should see pleasant little residences, each with its own grounds, dotted all over the place. Flat-dwellers seldom know what quietude is; if the next-door neighbour is not having a "jamboree" some-one in the block is, whilst there is never quite the same privacy about a flat as there is to be obtained in one's own house. But the flat evil has even overlapped into areas where there are four and five-roomed houses, residences of this type being very commonly "shared" nowadays by two families. This was never originally intended, of course, but there is the fact. It is a consequence of the shortage of houses and the tremendously high rentals prevailing.

Now, does anyone suppose that people live in flats or half-houses because they prefer it to residence in a self-contained house? Obviously they do not. They are forced to do so by stress of circumstances—because there is nothing else left them except it be hotel-life, where home comforts are few. The trouble, so far as Kowloon is concerned, is that it would not pay to erect houses in the outlying parts of the peninsula, even if sites could be cheaply obtained, because the means of communication are poor. When the tramway comes, however, we hope to see many small bungalows, each with its garden, spring into being at points from which quick transit to the ferry would be assured. Then we should have living conditions much more suited to the place than the interminable blocks of flats now existing in Kowloon. From this standpoint, we are sorry that the Government scheme comes within the category of flats. The ideal arrangement would have been either for the Government to erect small bungalows and let them at reasonable rents, or to advance funds to bona fide residents with which to build, repayment to be made at a rate somewhat comparable to what is now spent in rents, the houses eventually to become the property of the occupants. But perhaps this is so much idle dreaming. Be that as it may, Kowloon cries aloud for better housing accommodation, and that is a point which will, we are sure, be emphasised in the campaign which will shortly open to secure better treatment for the people across the harbour.

NOTES & COMMENTS.

HONGKONG WAR MEDAL.

The suggestion thrown out yesterday by a correspondent, to the effect that Hongkong men who during the war have done double duty, as civilians and as citizen soldiers, should have been granted to them something to show for their service, is one which we can thoroughly endorse. Now, "Ex-Service" has seen fighting in Flanders and is a new-comer to Hongkong. He, therefore, approaches the question quite disinterestedly and is not asking for something for himself. From recent announcements, it would appear to be quite clear that those men who during the war have done service in the Defence Corps, who were, strictly speaking, "on active service," and who could not be spared from their ordinary avocations, will not be entitled to any of the war medals, merely because they have not been in a fighting theatre. It may be the intention of the Government here to give them something to show what they did in the war, which is what "Ex-Service" wants done; if so, we think the time has come when some statement should be made on the subject. At Home, the authorities have disclosed their intentions; why not here?

THE "REJECTED."

Incidentally, too, we think that every man who was rejected for service should have a certificate to that effect. These men will not always be in Hongkong, and occasions might in the future arise when a document of this sort would be of the greatest value. At Home, in public and other appointments, preference is being given in innumerable instances to ex-Service men, so that a Hongkong man going Home and having nothing to show either that he has done war service or has been rejected, would be at a disadvantage as well as being placed in a most uncomfortable position if he happened to be applying for such a billet. In any case, bearing in mind that we shall for many years be hearing the query "What did you do in the war?" it would seem to be only fair play that all who have been rejected on medical grounds should have a document to that effect supplied to them. There must be records of all who were "turned down." It should thus be a very simple matter to issue such certificates.

ICE HOUSE STREET.

Some little time ago, we suggested that the portion of Ice House Street connecting Queen's and Des Voeux Roads should be closed to vehicular traffic of all kind. We desire to renew that plea, because the terribly congested state of the traffic in this bit of thoroughfare has been impressed upon us again and again of late. The police who do point duty in this locality will admit that there is more trouble with traffic in this one spot than in any other place in the city. The road is narrow and there are no pavements whatever. Pedestrians and rickshaws, chairs and motor-cars get hopelessly mixed up, and the place is in a constant state of uproar. Now, are conditions of this kind pleasant to anybody? Obviously they are not. Then why not do the sensible thing and restrict traffic here to pedestrians? We know that this is the age of rush and bustle, but we cannot believe that time is so very precious that the extra couple of minutes involved in using either Pedder Street or Wardley Street as a means of getting from Queen's Road to Des Voeux Road, or vice versa, is going either to hurt or ruin anybody, not even our broker friends. That we are earnest in this plea will be evident when we say that the short cut through this bit of street is very handy for the *Telegraph*, whose offices are situated so near it. But when rickshaws, we shall not mind going round the other way if the restriction we suggest is enforced. We make the plea purely in the interests of the community and the better control of street traffic. Now, will the C.S.P. think the idea over?

GUN WITH 100-MILE RANGE.

Paris, July 18.—The Commission of Inquiry on Metallurgy and the Briey Basin, yesterday heard M. Bourgois, Chief Naval Engineer, who stated that he could easily have made a gun with a range of 100 miles for the purpose of bombarding the Germans at Briey, thus preventing their carrying out industrial operations in that district. His plans, however, were refused.

DAY BY DAY.

THINGS YOU BUY CHEAP YOU HOLD IN CHEAP ESTEEM.

The wedding is announced to take place shortly of Mr. R. O. Hutchison to Miss Rose Blenheim Jupp, en route from England.

"A European Resident" (Kong-moon)—As the correspondence referred to did not appear in the *Telegraph*, we have passed your letter on to one of the papers concerned.

There was a marked decline in the number of cases of gastro-enteritis yesterday—eight, with six deaths. Five fatal cases of cholera were also reported. All were Chinese.

Last evening at about 5 o'clock a Chinese woman jumped down from the second storey of 50, Haiphong Road, into the street. She sustained severe injuries to her ankle. The motive of her act is not known, but it is presumed it was a case of attempted suicide.

Two women were charged before Mr. N. L. Smith to-day with unlawful possession of a quantity of percussion caps, ammunition, and labels of opium. Mr. d'Almada appeared for the defendants. A remand was granted till Monday the 8th inst. Bail was fixed at \$1,000 each.

"The Globe Trotters" are giving a special matinee this afternoon at the Victoria Theatre at which the prices will be \$2 and \$1. Children will be admitted at half price. This versatile troupe were again greeted with a full house last night, and there is every indication that they will experience similar good fortune to-night. To-morrow there will be a complete change of programme.

A Chinese was to-day sentenced to six weeks' hard labour by Mr. R. E. Lindsell for stealing a bag of rice. Inspector Macdonald stated that this morning at 2.30 o'clock defendant was seen passing by No. 7 Police Station, by a Chinese constable. He asked where he had obtained the rice from. He said he stole it, and took the police to the place. When they got there they found that the staircase partition was broken, and the bag of rice was extracted.

At the Police Court to-day a Chinese was charged with stealing a quantity of clothing from his companions. It appears that they were all carpenters, and living in the same house. Yesterday when two of the complainants had gone to work, the defendant did not go, but collected all the complainants' clothing. He was arrested on board the Ching Chau in the afternoon. When he saw the police approaching, he jumped into the water, and would have been drowned, had it not been for a seaman of the boat. Mr. N. L. Smith sentenced him to six weeks' hard labour.

Having been entrusted with the business management of travelling arrangements for the World's Seventh Sunday School Convention at Zurich in 1913, Messrs. Thos Cook and Son have been appointed by the Transportation Committee of the Eighth World's Convention as travel agent for the Convention to take place in Tokyo, Japan, during October, 1920. All the resources of the firm's world-wide organisation will be placed at the disposal of delegates and their friends who anticipate attendance at Tokyo. A series of attractive tours are being arranged. The number of delegates, expected to attend from America varies from one thousand to fifteen hundred in addition to which there will be delegates from Europe, India, etc.

A Chinese was to-day charged, before Mr. R. E. Lindsell, with attempting to steal a quantity of rice. Inspector Macdonald stated that at 7 a.m. yesterday, a Chinese was following his coolie who was carrying a bag of rice, when three men came up to him and asked him "Will you give us \$3 for tea money?" The man said he would not do so. They then said: "If you do not give us the money we will steal your bag of rice." He refused again, and the defendant then ripped the bag open with a knife, whilst the other two men got away with a good quantity of it. A district watchman saw what had happened and arrested the defendant. He had a previous conviction against him. Mr. Lindsell sentenced him to three months' hard labour and four hours' stocks.

MODERN MODES.



TWO SIMPLE STYLES FOR CHILDREN.

Children's Fashions by "Sacha."

A little boy's navy blue linen tunic piped with white, is shown at the left of our illustration. The short knickerbockers are white also, reversing the usual order of things. His tiny sister wears a charming frock of voile with three little muslin frills.

Little girls are keeping pace with their mothers as regards pretty summer dresses, and in the striped and checked voile frocks that are now being worn, they look very charming. These little frocks are very simply made, the top being maggy fashion, with no trimming at all, for the pattern of the voile is in itself sufficient ornamentation. White, mustard, red-brown and black, black and white, cerise white and black, are some of the colourings that are exceedingly effective for small maiden's frocks. With these are worn prettily shaped straw hats, many of them with a Directorate tendency.

A pretty frock of white linen is bordered with a bias band of rose linen. This is for a tiny girl and made with a bebee waist and short, moderately full skirt. The rose linen forms a band around the neck and is brought down the front at one side half-way to the belt. The frock is open here and is fastened with three rose covered buttons. The rose linen is used also to border the skirt and the sleeves and to form the girle.

Another dainty frock for a little girl is of white mousseline with applications of blue mousseline. The little frock hangs straight from the shoulders without a belt. It has a sailor collar which is quite deep and wide, and bouffant sleeves that extend only half way to the elbow. The blue applications are set on at intervals around the foot of the frock and in the two corners of the sailor collar. They are cut in the form of very blunt pointed stars, or one might perhaps better say, in circles, which have been five pointed. The applications are held in place by stitching in a different coloured blue.

A white pique suit for a small boy has the pockets of the very short pantaloons ornamented with vari-coloured embroidery, the design being two crossed mallets and a ball.

The chief thing to bear in mind when dressing children is that all clothes should be comfortable and suitable. Have originality, but do not let it verge on the freakish, and never on any account ignore a child's expressed dislike for a particular style or colour.

The fashions for children are always modelled to a great extent on the styles of the moment, and as all our dresses this season are simple in line, it follows that the children's fashions are equally charming and wearable.

Silk and woollen jerseys and jumpers in all colours are also useful for the youthful person's wardrobe. These are usually made with a belt. The play-frock with knickers to match is now made in loose tunic style, and not with the kilted skirt that was worn in the winter. These

practical frocks are cool and pretty, materialised in pink or blue mercerised cotton.

An effective frock for a little girl is made of blue and white jersey. The corsage is of blue and short waisted, and is cut with a shallow round neck long on the shoulders, kimono sleeves reaching just below the elbow and quite wide. It is finished only with a small turned back cuff of the jersey. The tiny skirt not very full, and is fastened on the bodice without girle or other trimming and a narrow band of blue finishes the bottom. There are two large pockets of the blue jersey on the skirt.

A charming little suit for a small boy is made of green jersey trimmed with buttonholing in darker green wool. The suit has very short, wide pantaloons which are cut in wide scallops on the lower edge, this edge being finished with the wool buttonholing. The blouse resembles a short smock. There is a square yoke bordered with the wool buttonholing, sleeves also bordered with wool and a fairly full lower part gathered on the square yoke. The blouse is not belted and is finished on the lower edge with button-holed scallops.

Another suit for a boy has very short trousers of black jersey which are worn with a pleated blouse of white pique which has a plain yoke with a straight line of embroidery defining it and ornaments of buttons. The yoke extends over the shoulders in square tabs and the sleeves are short.

There is a characteristic story told of King George. Just prior to the war a member of his household arrived at Buckingham Palace in a new and very sumptuous motor-car. The King happened to see the car standing in the quadrangle and passed to admire it, the owner respectfully saluting him. His Majesty examined it most critically, asked various questions respecting its make, horse-power, and so forth. When these details had been given to him he gave a sigh which seemed to come from his boots, and said, "I would like to have one like that, if I could afford it!"

They are starting. A German firm with headquarters in Hamburg advertises carriages, "only European agents deal with," in a Straits paper. Straits people are indulging in angry words over it. It is a typically Hunnish trick to attack the patriotic Briton through his stomach.—*Englishman*.

An old drawing of the late King Edward in the uniform of a fireman in the London Fire

Brigade has recently been unearthed at Marlborough House. The sketch recalls the fact that when he was a young man, King Edward was very fond of attending fires in the Metropolis. He used to accompany Sir Eyre Massey Shaw, who was at that time head of the brigade. Ultimately His Majesty gave up his exciting excursions owing to Queen Victoria's fear that he might meet with an accident.

"Where are you going to live when you are married, Lily?" a lady said to her servant, who had just shyly given a week's notice. "In California, ma'am," said Lily. "In California! Isn't that rather risky? They have so many earthquakes and violent disturbances there, you know."

The more the merrier, ma'am, was the cheerful answer. "Lily, you surprise me! What a shocking sentiment!" "It ain't sentiment, ma'am, but hard fact. My young man's the village reporter, and he says that describin' parish meetings and such-like musty things gives him the miseries." So he's goin' to a place where there's more chance of an eruption or a big explosion to give him a rise in the world.

TO-DAY'S MISCELLANY.

Lovers of old time practices will be interested to know that, within three miles of the city, a thatcher is now busily engaged in putting a new roof on a charming old Camberwell cottage, built well over 200 years ago, says the *Morning Post*. The thatched house, probably the last of its kind in London, stands in the middle of Camberwell-Grove, which at one time formed part of the grounds of Lettism House. John Lettism, who lived there in the latter part of the Eighteenth Century, was one of the most extraordinary men of his day. A Quaker physician and a great philanthropist, he used to sign his prescriptions "I Lettism," which signature occasioned the following doggerel.

"When any patients call in haste, I physics, bleeds, and sweats 'em; If, after that, they choose to die, Why, what cares I?"

It was here where the hero of William Black's romantic novel "Madcap Violet" stayed, and the cottage and grounds are fully described therein. The house is indeed a singular sight, and brings

into our busy thoroughfares a refreshing suggestion of the country.

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An old drawing of the late King Edward in the uniform of a fireman in the London Fire

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"HELL."

SERMON AT UNION
CHURCH.Notes of a sermon by the Rev.
J. Kirk Macdonald at Union
Church on Sunday evening.I am pressed by enquirers to
preach upon the subject of hell,
and the fact that it is not an
agreeable one is not sufficient
reason for refusing. The word is
one to be avoided whenever
possible, not from mere squeamish-
ness, but because it has become
debased into a piece of vile pro-
fanity expressive of all hatred
and ill-will instead of the reluctant
but just judgment which the
reality it indicates stands for in
the purposes of God.Unfortunately in our English
Bibles the word "hell" is used to
translate quite a number of
different words in Hebrew and
Greek—Sheol, Hades, Gehenna,
Tartarus.This gives rise to much con-
fusion of thought. It is not
enough that scholars should be
able to see their way among these
various terms; the ordinary
reader who knows no language
but his own ought to be able to
see at a glance whether the
word in any particular
instance means the abode of the
lost or simply that of the depart-
ed. Often, but not it means
the latter, but, except in the
Revised Version, no one would
suspect it. People imagine that
"Sheol," from the Old Testament
and "Hades," from the New
Testament are only more polite
and less forcible ways of saying
the same thing which the shorter
word expresses. But it is not so
at all. Sheol means sometimes
little more than the grave, and
again the undefined abode of all
departed spirits beyond the grave,
oftenest conceived as a bloodless,
disembodied world of shadows
and dust for good and bad alike.The same is true in general of
the Greek Hades, but gradually
these conceptions became more
definite and distinctions came to
be developed. A sphere of pun-
ishment for the bad and one of
Paradise for the good, with some
sort of purgatorial existence for
those midway, became the more
or less definite conceptions enter-
tained throughout the ancient
world amongst people of all types
of religion. These conceptions
are general still, indeed it is hard
to see how they can ever cease
to be so if mankind is
to have national ideas of a
future existence at all. The latest
pronouncements of the
spiritualistic school are very con-
fident, not to say dogmatic, on the
subject.Differing considerably from
general Christian teaching in
some respects, they are at one on
certain broad lines, viz. that the
soul does certainly survive the
death of the body, and that its lot
in the beyond is bettered or wor-
sened by the use made of the
opportunities of life in the body.By the time of Christ, Jewish
theology had evolved a place of
punishment for sinners, and had
given to it the name of Gehenna.
The name was taken, as is well
known, by analogy from the
valley on west or south-west of
Jerusalem, where after its defile-
ment by Josiah on account of
sacrifices having been offered to
Moloch, fires were kept burning
day and night for the destruction
of the city refuse, including dead
animals, and the bodies of
criminals.This is alluded to in the last
sentence of the book of Isaiah; forThey shall look upon the car-
casses of the men who have trans-
gressed against me, for their
worm shall not die, neither shall
their fire be quenched." Our
Saviour adopted these expressions
as He did so many
out of the Old Testament. Most
obviously He used them figurative-
ly, as He did with the whole well-
known imagery of His time upon
the subject—Abraham's bosom,
great gulf, "torment in this flame."Most unfortunately, the figure
of unquenched fire has been taken
literally, and the result is that
Christian theology has become
involved, in the popular mind,
with a hell of hopeless material
torment. It has not been so
understood always and universal-
ly. Up to at least the third
century we find illustrious names
among the Fathers who taught a
less revolting doctrine. But in
the fifth century it was pronoun-
ced a heresy to hold that the fires
of hell meant anything else than
real brimstone. To interpret it
as referring to the remorse of
conscience or anything else upon
the spiritual plane was an error
to be condemned.We cannot, however, take our
orders from the fifth century, a
time of great darkness, shadow-
ing the Church from the half
converted pagan world. During
the middle ages the conception of a
material hell prevailed with little
exception, and the genius of
Dante unfortunately did much
to stereotype it through his
Inferno. After the Reformation,
both Catholic and Protestant
teaching was on the same lines.
Many of the sermons of those
days were such as no congrega-
tion now could endure, though
that is not to say they may not
have been suited to their times
and served them well.There are discourses given
forth still on this subject which
some of us would refuse to listen
to for the honour of the gospel
and our Lord's good name. There
are sections of the Church still
which would doubtless refuse me
communion for what I have been
saying so far. There are well-
meaning people who do endless
mischiefs by insisting on literal
interpretations of things in the
Bible which a child at school
might see should be treated
otherwise. They say the Lord
said fire and He must have meant
fire and we have no right to make
Him mean anything else. Very
good. Let us talk about
this for a moment or two. If the
principle is to be applied in
this case it is but fair to apply it
all round. But to do that is im-
possible. There are people who
claim that they take the Bible
literally in every jot and tittle,
but in point of fact they do not,
for they cannot. For instance,
the lot of the wicked is often
spoken of in the Bible as death.
Take that literally, and what
becomes of everlasting torment?
Again it is "outer darkness," but
how can it be dark in a lake of
fire? Every day of our lives we
speak about being consumed by
fires of love, hate, zeal, ambition,
and never dream of stopping to
explain that we are using figu-
rative speech. We speak also of
"gnawing conscience," but should
be amazed if anyone thought we
alluded to an actual worm biting
at an actual brain. All this may
sound absurd; I am aware it does,
but I mean it seriously, for I
should greatly like some excellent
people to see where their
literalism will land them, if they
stick to it; which they do not,
whatever they may claim. For
one thing it will commit
them to transubstantiation,
for the words, "This is my

CORRESPONDENCE.

[To the Editor of the "Hongkong
Telegraph."]

A BOXING CHALLENGE.

Sir,—Kindly allow me a little
space in your valuable columns
to issue the following challenge on
behalf of Kid Danding, of Manila,
who is now in the Colony. He
challenges any Feather or Light-
weight boxer in the Colony (no-
one barred), Teddy Neal (Young
English) preferred. Danding has
a big following in Manila, having
fought Big Cortez, Jack Dalton,
Young Probasco etc. Dalton is
considered the best American
Lightweight in the Philippines,
but Danding took his measure.

Yours etc.

"FIGHT FAN."

Hongkong, September 3, 1919.

body," are at least as definite as
any of our Lord's about eternal
fire.Those who believe in a material
hell are apt to be censorious
with those of us who do not.
They make pretty free with
charges that one is undermining
the faith. Well I would invite
them, with entire respect, to con-
sider what serious disservice to
the faith they commit by insist-
ing upon a form of future
punishment which better befits
Mohammedanism or Bhuddism—
both very definite about their
seven and nine horrible hells—
than Christianity. Their inten-
tions may be ever so good but
they may take it as certain that
they are turning other people
away from the truth and fostering
the impression that the gospel of
the grace of God is an outworn
superstition fit only to frighten
the ignorant. I feel this is what
I am up against. People want to
know if they are expected to be-
lieve in a place where the souls
of men are handed over to the
devil to torment for ever in a fiery
furnace. I feel ashamed that at
this time of day such questions
should have to be put. Yet I cannot
deny the need, particularly in
China, where there are Mission
agencies—not all of them by any
means—which teach this kind of
crudity to the Chinese, and fur-
ther take upon them to censure
or suspect those who offer a more
scriptural and reasonable gospel.
I respectfully invite any such
who may hear or read my words
seriously to do two things—1. To conceive it possible that
they may be mistaken.2. To ponder their responsibil-
ity in teaching Young China, a
view of the gospel which will
have to be unlearned in part where-
ever modern education makes its
way. On the latter point I speak
from direct experience of some-
what wide range among universi-
ty students.Do I then mean to convey that
there is no such thing as future
chastisement and that no appeal
based upon the fear of it is ever
to be made? Certainly not. I
entertain no doubt that if all fear
of consequences were removed
evil would go on unimpeded by
one of its most potent checks.
I grant also it is possible that
some of us say less than we
should—as to the
deadly consequences to soul
and body of unrepented sin.
All reactions may go too far and
in reaction from the terrorism of
the past the supposition seems to
have got about that no matter
how men may live here, God is
too good-natured to make them
feel it much hereafter. I have
little doubt that we are afflicted
at the present time with just this
moral flabbiness. The heart of
man is always prone to it. And
yet as life passes on it is con-
tinually writing up in large letters
one sure truth amid many uncer-
tainities; "God is not mocked;
whatsoever a man sows, that
shall he also reap." That this
principle, at work in the present
life, must continue in any ex-
istence which lies beyond, we
must believe if we think ration-
ally. Our Saviour used figurative
language, but it was not mean-
ingless, and it is as certain as any-
thing can be that He warned the
impenitent of a destiny of loss
and woe beyond the grave,
though His warnings were
rarely addressed to the expected
quarters. People for the most
part do not like to be
reminded of this. Much of
the popular religion of the
day is excessively easy-going,
picking out all the hopeful and
consoling elements and ignoring
whatever makes any demand
upon us.A few months ago I had occa-
sion to preach on the parable of
Dives and Lazarus. I said some-
thing about the war and the
wickedness accompanying it,
having vividified the belief in the
side of the gulf which is not rest
in Abraham's bosom. Next day

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HOTEL MANSIONSin the tram I heard American
visitors discussing Union Church.
One had visited it in the evening
and liked it greatly, another had
been in the morning and "did not
care about the sermon." I should
like to have told that hearer that
he could not have "cared about"
the sermon less than I who
preached it, adding very reverent-
ly that it is not to be supposed
the Master Himself "enjoyed,"
as people say, the parable when
He thought it right to speak it.
Dr. L. Moody was once asked
why during a mission, in
Birmingham he had not once
spoken about hell. Said he, "I
have not been conscious of
enough love to my fellow-
creatures while in Birmingham
to warrant me in preaching to
them about hell." A deep
saying that, and I commend it to
those who seem to think evan-
gelical preachers enjoy "dealing
out damnation to other people."
It nearly breaks my heart to have
to appeal to the terrors of the law.
I had rather a thousand times
appeal to men's reason and con-
science and whatever good may
be in them. In the end, too, it is
only through that higher appeal
that any soul of man can be truly
reconciled to God. Still many a
soul has been arrested and made
to listen through a realisation of
the fact that God is angry with
the wicked and if he will not turn
there lies before him a judgment
which no man can escape. In
his book "The War and After,"
Sir O. Lodge speaks of the folly
of going to extremes in imagining
that sin can be overlooked because
God is good and seeks the good of
all men. "There is no laxness,
anywhere to be found in the uni-
verse," he writes, "evil may be
allowed to accumulate, but sooner
or later Nemesis arrives." And
again: "Evil is not treated
leniently in this universe.
The punishment of sin is
awful." I believe that. Our
Lord declared it, and our
reason confirms it. If I have
protested against the coarse

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coated tongue, ill-smelling breath.
Of chemists everywhere or 60
cents the vial, post free, from the
Dr. Williams' Medicine Co., 96
Szechuen Road, Shanghai.conception of a material hell it is
not that I think the penalties of
unrepented wrong are lightened.
Try to think them out on the
plane of mind and spirit and you
will find that consuming fire is
not too strong a figure of speech.
I did it once in sermon form. The
sermon was never preached. I
could not preach it. I felt like the
painter who put on canvas his
imagination of Satan's wife, fled
from the house, and locked the
door never again to open it.
Those sheets of mine were never
opened again, sheets on which
was imagined the lot of the soul
finally abandoned to itself "with-
out hope and without God." After
all, that is pushing matters
farther than has been revealed.
The final things and the secret
things belong unto God. Let us
be content to know that the
Judge of all the earth will do
right.It filled me with the fear of
hell,
And thought it was the fear of
God;
I did not seek to love Him well,
I only quailed beneath His rod.
Oh blessed Christ, Oh blessed
Cross,
Oh blessed Spirit that showed
to me
That terror is eternal loss,
And trust is immortality!

NOTICES.

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FOR SINGAPORE, COLOMBO & BOMBAY.

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DUNERA	7th Sept.	26th Sept.

FOR SINGAPORE, PENANG, RANGOON & CALCUTTA.

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ARRATON APCAR	9th Sept.	30th Sept.
ITOLA	1st Oct.	26th Oct.

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Empress of Japan	Oct. 15	Nov. 5
*Monteagle	Oct. 19	Nov. 12
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
*Monteagle	Jan. 1	Jan. 25

Owing to Japanese Quarantine Regulations "EMPRESS OF RUSSIA" 4th Sept. will not call at Shanghai.

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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Sunday, 21st Sept., at 11 a.m.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

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SHIDZUKA MARU ... Wednesday, 3rd Sept., at 6 p.m.

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HONGKONG to VALPARAISO via JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ.

BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES

Steamers. Leave Hongkong

ANYO MARU 10th Sept.

KIYO MARU 14th July.

SEIYO MARU 4th Nov.

Tickets are interchangeable with the Canadian Pacific Ocean Services Ltd. and the Pacific Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, conditions, etc., apply to

T. DAIGO, Manager, KING'S BUILDINGS

Telephone Nos. 2374 & 2375.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers, YORK BUILDINGS.

Telephone No. 1574.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

Nov. 1st, 1919. Oct. 1st, 1919. Sept. 11th, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON & ANTWERP

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

or to BEISS & Co. Canton

Hongkong, 10, Apr. 1917.

THE BANK LINE, LTD.

General Agents.

SHIPPING NEWS.

A QUARTER'S SHIPBUILDING.

The tonnage building in United Kingdom at the end of June, viz., 2,524,050 tons, shows the large increase of 269,000 tons as compared with March, and is 709,000 tons more than the work in hand 12 months ago. The largest increase has taken place on the Clyde, in which district there are now 893,467 tons under construction. The total "commenced" during the June quarter amounts to about 655,000 tons, and includes many large vessels. There are now building 129 vessels of 6,000 tons and upwards as compared with 108 at the end of March. The output during the quarter has also been very satisfactory, it being about 305,000 tons higher than that of the previous quarter. The total building abroad—5,493,717 tons—is slightly lower than the total building at the end of March; this is due to a considerable decrease in the wood tonnage building in the United States. The tonnage of wood sailing vessels building abroad appears to have increased by over 175,000 tons; the reason will probably be found to be that a number of wood vessels building in the United States, which were intended to be fitted with engines, are now being completed as barges. The increase in the figures for Italy arises from the inclusion, for the first time, of Trieste amongst the Italian ports: The world's total—8,017,767 tons—is about 21,000 tons higher than the figures recorded for March. The tonnage for vessels actually building under the supervision of the society's surveyors, and intended to class with Lloyd's Register, amounts to over 444 million tons viz., 2,033,319 tons in the United Kingdom and 2,733,314 tons abroad.

THERMIT WELDING.

When the United States transport Northern Pacific ran aground last January off Fire Island the ship was dry-docked in Brooklyn Navy Yard, and it was then found that the entire section of the stern frame in which the rudder was cracked through just above the upper rudder lug, a position where the frame was hollow but thick-walled, measuring almost 2 ft. in diameter and weighing 26½ tons. In handling this injury a mechanical repair was considered out of the question. There remained only the alternative of making a thermit weld or of purchasing a new casting and installing it at a cost probably exceeding £10,000. Thermit, it may be explained, is a mixture of aluminium and iron oxide. It may be ignited by means of a special powder, and on reaction it produces superheated liquid steel and slag of aluminium oxide at a temperature of approximately 5,000 deg. Fahrenheit. The steel is sufficiently hot to melt and dissolve any metal with which it comes in contact, and it amalgamates with the metal thus dissolved to form a solid, homogeneous mass when cooled. In making the weld a scaffolding and working platform 20 ft. above the floor of the dry dock had to be constructed. Next a 3 in. gap was cut of the steel section at the location of the break, the gap being cut with an oxy-acetylene torch. The space thus formed between parts which were later to be united was filled with wax to serve as a pattern, and the pattern was surrounded by a large mould box, and the sections heated red-hot by means of gasoline and compressed air torches, directed through openings in the mould. The operation of pre-heating burned all the wax out of the mould, thus forming a space for the molten thermit steel to enter later. Two large crucibles, each containing 700 lb. of thermit were suspended above the mould box. As the time approached for setting the dazzling white reaction the impending fireworks drew the attention of several hundred naval officers, sailors, and civilian employees, for whom the steps at the end of the dry dock served as a great amphitheatre. Both crucible reactions were set off simultaneously by stationing a man on a ladder at each crucible. On signal each man ignited with a red-hot rod the teaspoonful of ignition powder which lay in top of the thermit. As the reaction started the men jumped down and retired to a safe distance. About 45 seconds was alleged for the liquid thermit steel to be produced from the reaction, after which the two assistants tapped the crucibles by knocking the tapping pins at their case with long tapping rods, thus allowing the molten steel to "escape" into the mould. When the weld had cooled it was examined and found entirely satisfactory and fit for good service.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To
H'HOW, P'HOI & H'PHONG	Kailong	4th Sept. at 10 a.m.
SHANGHAI	Suiyang	4th Sept. at noon.
W'WEI, CHEEFOO, NEW	Kueichow	4th Sept. at 3 p.m.
CH'WANG & TIENHSIN	Sinkiang	6th Sept. at d'light.
SHANGHAI	Sunning	8th Sept. at d'light.
SHANGHAI	Kanchow	9th Sept. at 11 a.m.
SWATOW & BANGKOK	Shantung	9th Sept. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Thinsiao weekly, taking Cargo on through Bills of Lading to all Yanatse and Northern China Ports. Passengers are Loaded in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36. Hongkong Sept. 3, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikini	Shanghai	in port	4th Sept.	Java
Tjilaram	Java	in port	5th Sept.	Shanghai
Tjilamoeck	Java	in port	10th Sept.	Java
Tjilpamas	Java	3rd Sept.	—	—
Tjilbodas	Java	5th Sept.	10th Sept.	Ja an
Tjilwong	Japan	14th Sept.	17th Sept.	Java
Tjilalip	Japan	28th Sept.	30th Sept.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574. York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haitong J. W. Evans FRI. 5th Sept. at 1 p.m.

Haitan A. H. Stewart TUES. 9th Sept. at 1 p.m.

Guinnebaug Medina FRI. 12th Sept. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
STRAITS & Calcutta	Kumsang	Thur., 4th Sept. at 3 p.m.
HAIPHONG via Hoithow	Taksang	Fri., 5th Sept. at 8 a.m.
MANILA	Loongsang	Fri., 5th Sept. at 3 p.m.
SHANGHAI	Hangsang	Sat., 6th Sept. at d'light.
TIENHSIN	Chipsang	Sat., 6th Sept. at d'light.
STRAITS & Calcutta	Namsang	Tues., 9th Sept. at 3 p.m.
SHANGHAI	Wosang	Wed., 10th Sept. at d'light.
MANILA	Yuosang	Fri., 12th Sept. at 3 p.m.
KOBE	Chaksang	Wed., 17th Sept. at 5 p.m.

CALCUTTA LINE.—This line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Morning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yunnan Ports via Shanghai through Bills of Lading issued to all Northern and Yunnan Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoithow when dates occur noted on for passengers.

Cargo taken on through Bills of Lading for Kaitai, Jasselon, Lakson, Teysoo and Lahad Dera.

TIENHSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at W'haiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamers.	For	Date of arrival	Date and Time of departure.
"EASTERN"	Melbourne, via Queensland Ports	29th Aug.	3rd Sept.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewards are carried on each vessel.

For Passage Rates and Further Particulars Apply To:

GIBB, LIVINGSTON & CO.

AGENTS.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers

"ECUADOR," "VENEZUELA" and "COLOMBIA."

Hongkong to San Francisco.

via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "VENEZUELA"	10th September.
S.S. "ECUADOR"	8th October.
S.S. "COLOMBIA"	5th November.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable State-rooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the outside, and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services Ltd.

For further information, rates, literature, schedules etc.,

Apply to—Company's Office in

Telephone No. 141. ALEXANDRA BUILDING. Chater Road.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, N. W. YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

LONDON OFFICES—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Elbury Street, S. W.

Branches & Agencies—throughout the world.

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We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALASKA MARU" ... Beginning of September.
"ALASKA MARU" ... Saturday, 20th Sept.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"TACOMA MARU" ... Wednesday, 10th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"BURMA MARU" ... Wednesday, 10th Sept.

"SIAM MARU" ... Wednesday, 24th Sept.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" ... Friday, 5th Sept.

SYDNEY & MELBOURNE—Monthly service calling at AUCTION, LAND, N. Z. and ADELAIDE.

"LUZON MARU" ... Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"CHICAGO MARU" ... Tuesday, 30th Sept.

"MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIJO MARU" ... Sunday, 7th Sept.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 11th Sept.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"SAIGON MARU" ... Tuesday, 23rd Sept.

"INDUS MARU" ... Monday, 29th Sept.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR FREIGHT BETWEEN

HONGKONG,

BANGKOK

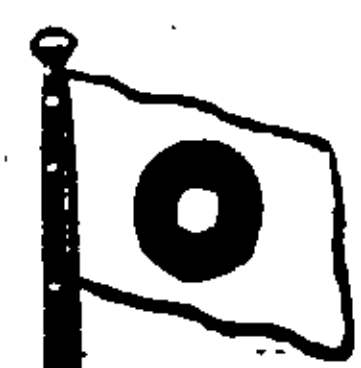
and/or

SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 14) & 151. Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, BERN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, SANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast Spain, China, India, Java, North and South America, also Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

"WESTERN KNIGHT" ... About September 4th.

"CITY OF SPOKANE" ... September 22nd.

"SEATTLE SPIRIT" ... October 24th.

For PORTLAND direct:

"COAXET" ... About October 5th.

"WABAN" ... October 11th.

"WEST MUNHAM" ... November 16th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone No. 2477 & 2478. 5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER

"BESSIE DOLLAR" ... about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.

"WEST HEPBURN" ... Middle of Oct.

Through Bills of Lading issued to all parts of United States or Canada

For particulars for freight apply to:—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

Lloyd Triestino

S.S. "GABLONZ"

Will be despatched on or about 15th September for Singapore, Penang, Colombo, Aden, Port Said & Trieste (possibly calling at Bombay).

First class passenger accommodation—single and double berth cabins also cabins with 3 berths at reduced rates.

For further particulars apply to

DODWELL & CO., LTD.

Agents.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 26th Sept. to—
Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPANLYN,

Telephone No. 1574.

Agents.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Leeyuen, from Shanghai.

Rasen, from Tokyo.

Selva, from Kobe.

Lufungtia, from Shanghai.

Singyueloong, No. 7, Shangwan from Shanghai.

White, Kitao Maru, from Yokohama.

Yunsang, Queen's Road Central, from Shanghai.

Yunwaichong, Queen's Road Central, from Shanghai.

Zungwoo, 233 Queen's Road, from Shanghai.

Kaohongyoun, from Shanghai.

Yingchee, from Amoy.

T. KRING.

Superintendent,

Hongkong Aug. 29, 1919.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Ashurst, from New York.

Capt. Jackson, s.s. Nile, from Newcastle-on-Tyne.

C. P. Lung, from Shanghai.

Doyle, passenger, Aki Maru, from Sydney.

Fred Keyston, from San Francisco.

Ford American Consul, from Los Angeles.

Fullerton c/o American Consul, from New York.

Green, from Iona Michigan.

Ien, from London.

Nordpatel, from New York.

D. de H. FARRANT,

Superintendent,

Hongkong, Aug. 28, 1919.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used A1: A.B.C. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler-Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

[All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.,

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLINDS	BREADTH BLINDS	DEPTH AT HEAD OF WATER	DEPTH AT TAIL OF WATER	SPRINGS	CRANES
KOWLOON						
No. 1 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 2 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 3 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 4 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 5 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 6 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 7 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 8 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 9 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 10 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 11 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 12 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 13 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 14 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 15 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 16 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 17 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 18 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 19 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 20 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 21 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 22 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 23 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 24 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 25 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 26 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 27 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 28 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 29 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 30 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 31 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 32 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 33 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 34 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 35 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 36 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 37 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 38 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 39 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 40 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 41 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 42 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 43 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 44 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 45 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 46 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 47 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 48 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 49 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 50 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 51 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 52 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 53 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 54 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 55 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 56 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 57 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 58 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 59 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 60 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 61 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 62 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 63 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 64 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 65 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 66 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 67 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 68 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 69 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 70 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 71 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 72 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 73 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 74 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 75 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 76 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 77 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 78 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 79 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 80 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 81 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 82 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 83 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 84 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 85 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 86 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 87 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 88 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 89 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 90 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 91 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 92 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 93 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 94 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 95 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 96 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 97 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 98 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 99 Dock, Kowloon	100'	20'	10'	10'	2	1
No. 100 Dock, Kowloon	100'	20'	10'	10'	2	1
WAIKOE WHARF						
Compass Dock	100'	20'	10'	10'	2	1
ABERDEEN						
Hare Dock	100'	20'	10'	10'	2	1
Island Dock	100'	20'	10'	10'	2	1

NOTICE.

REMEMBER
TEL. No. 977
FOR

MERCURY GARAGE

THE MOST
MODERN
CARS IN
TOWN.

SANITARY BOARD.

THE GASTRO-ENTERITIS
OUTBREAK.

A meeting of the Sanitary Board was held yesterday. Mr. A. Gibson presided and those present were Hon. Mr. W. Chatham, Hon. Mr. E. R. Hollifax, Hon. Mr. C. G. Alabaster, Capt. Monteith, M.O.E., Lt. Col. Crisp, Dr. Koch, Mr. Tso, and Mr. C. M. W. Reynolds, Secretary.

CHILDREN IN FACTORIES.

The following letter from Government relative to the employment of children in factories and workshops was read: "I am directed to state that the Government has made careful enquiries in connection with the resolution of the Sanitary Board regarding the employment of small children in factories and workshops. The Government is fully in sympathy with the suggestion that the employment of children for long hours daily or their employment in any dangerous or unhealthy occupation should be prohibited, but it appears that the presence of children in factories and workshops is largely due to the fact that parents, having no place for their safe custody, are obliged to take their children with them when they go to work. It is stated that although the children in some cases spend long hours in or about factory or workshop premises, the time of actual work is generally speaking short and the work is light. It seems expedient, before passing any legislation of the nature suggested by the Sanitary Board, to make a commencement by providing such wider facilities for vernacular education, one of the results of which would be that the children of the poorer classes would be kept in school while their parents were at work. It is hoped to deal with this matter shortly, and in the meantime it is considered inexpedient to legislate regarding the employment of children.

There were no minutes on the letter and the Chairman was about to proceed with the next business when Mr. Alabaster said "I move the letter be read."

The Chairman: It has been circulated. It is a long letter, but it can be read.

THE NEW EPIDEMIC.

On the question of the epidemic of gastro enteritis, Captain Monteith produced plans showing the incidence of the disease since August 1st. It would be seen, he said, that up to August 24th, there were practically no cases. There were one or two on the 24th, on the 25th there were 9, on the 26th 1, on the 27th 9, on the 28th 3, on the 29th it went up to 12, and on the 30th, it took a jump to 52. On the 31st there were 28 cases, and that day's report only showed 8 cases. It looked as if it was gradually going back to normal. Since August 1 there had been 183 cases, with 93 deaths. There had been seven cases of cholera since the Board last met, one case of plague and two of cerebro spinal fever.

Dr. Koch: Of what nationality? Capt. Monteith: All Chinese except one European.

The Chairman: There was one European policeman.

Dr. Koch asked if anything was being done to find out the cause and the M.O.E. replied that it was suspected to be due to the congee that was being distributed. The congee stations were, however, to be abolished by the Chinese authorities irrespective of this disease.

COUNCIL MEETING.

TO-MORROW'S AGENDA.

The Legislative Council meets again to-morrow. The agenda is as follows:—

First reading of a Bill intituled An Ordinance to repeal the Sugar Convention Ordinance, 1904.

Second reading of the Bill intituled An Ordinance to amend the Law relating to Indictments in Criminal Cases, and matters incidental or similar thereto.

Second reading of the Bill intituled An Ordinance for the acquisition and disposal of Rice by the Hongkong Government, and for validating acts previously done.

Committee on the Bill intituled An Ordinance to authorise the Appropriation of a Supplementary Sum of Five million four hundred and sixty-six thousand three hundred and twenty-seven Dollars and sixty-three Cents to defray the Charges of the year 1918.

Second reading of the Bill intituled An Ordinance to consolidate and amend the law relating to Places of Public Entertainment.

Will not be proceeded with at this meeting.

The Chairman: I should like to make it quite clear to the Board that the facts regarding the action taken with reference to the epidemic are not quite as they have been reported in some of the newspapers. The decision to abandon free congee distribution was arrived at by the Tung Wah Hospital authorities partly for economic reasons and was arrived at independently of any bearing it might have on the spread of gastro enteritis, and before the risk of the free congee spreading the disease had been mooted. It has not been proved that the free congee issued by the Tung Wah Authorities had anything to do with the spread of the disease, further than the obvious risk, when an epidemic is prevalent, of bringing together in very intimate contact large numbers of hungry people and this risk it has been decided to avoid.

The Hon. Mr. Hallifax said there was one more point. It is this epidemic was going on they would have to take action quickly and it might be advisable for the Board to stop the sale of ice cream and iced drinks in the streets.

Dr. Tso called attention to the danger of fruit.

Dr. Koch: I suggest an effort be made to find the cause of it.

The Chairman: Dr. Parker is working on it and so is Major Harvey, R.A.M.C. It is a highly technical business. The problem is not being lost sight of.

Dr. Koch: It shows the bad policy of separating the Bacteriological Institute from the Sanitary Board.

The Chairman: In connection with Mr. Hallifax's suggestion with regard to iced-drinks, etc., I think it would be wise if we had some very direct control over those hawkers. Shops are not so apt to be guilty, but wandering hawkers are inclined to buy quantities of damaged fruits and sell them.

The Hon. Mr. Hallifax said a definite expression of opinion should be taken as to the articles it would be well not to have sold in the streets. If that were done one of the Chinese organisations, the Public Dispensaries, probably, could have it translated and circulated. He suggested ice cream, sugar iced drinks, black gelatine, molasses, sea weeds, damaged fruit and any cut fruit.

Dr. Tso seconded and the motion was carried.

THE BOCHE NO SPORT.

HIS TACTICS WITH THE
SWEDES.

The Boche has once more proved that he is no sportsman. That is the lasting impression left by the visit by two German football teams to Stockholm. That these visits ever took place was very largely due to the lamentable fact that the proposed tour of the English football players was not carried out. The Swedes, longing for real international football, had looked forward to the visit of the English teams as the great event of the coming season. Everything was prepared for giving the latter a most hearty welcome, and the whole football season had been arranged and timed on the basis of the Anglo-Swedish matches. And then came the decision of the Football League to upset the whole plan, which was very deeply regretted over here—in Sweden—not least among the English colony, who knew what a good form of propaganda it would have been.

Then was the time for the Boche to step in. It must be remembered that since the earliest days of this year's football season the Boches have been offering their teams to the Swedish A.F.A. and even the German Legation at Stockholm has done its best to get permission for their teams to come. But the Swedish A.F.A. refused the most tempting offers, and declined even to permit private clubs to arrange matches with German football teams. The decision of the Football League not to let any of its teams tour the Continent this summer, however, changed the situation. The Swedish A.F.A. considered it still the wisest course not to have anything directly to do with the Boche, but could not, under the present circumstances, refuse leave to private clubs to bring in the Germans, although they warned the clubs against encouraging any friendship with the Germans. But the Boche took his chance immediately.

HOW THE BOCHE ARRIVED.

One day the president of the Stockholm A.F.A. was called on the telephone by a German, who said:—"We have arrived now. Who have arrived?" The Nurnberger Fussball Club, and we have now been waiting at the railway station for four hours to see if any of the Swedish football representatives would turn up." The fact was that negotiations had been opened by the Stockholm A.F.A. with the Nurnberger Club, and while these negotiations were still going on and nothing had been fixed, the team went straight up to Stockholm to take the chance. The economical Boche probably thought it a waste of money to send a wire, or he wanted by this way to force himself upon the Swedes.

Anyhow, when the Germans were there, matches had to be arranged, and it was decided that the Germans, for a certain sum, should play four matches at Stockholm. When this had been fixed and the Germans had got their payment and one match already was played, they asked the Swedes if they could not possibly cut down the programme to three matches for the same payment, as they could not stay long but had to go home. The Swedes granted them this favour, but afterwards regretted it, because it turned out that the Germans in the meantime had arranged for two more matches in other cities in Sweden. They had plenty of time to play those matches. The Boche has always been notorious for cheating people in business, and even "sportsmen" are the same when it comes to money.

"DIRTY TRICKS."

The show which the Germans gave was a very mixed one. In their first match they met a rather weak team, which had played the previous day and had to put four reserves on the field. It would not be fair to say anything but that the Germans played a smart game, with accurate passing and quick shots. They were a well drilled team, and every movement, especially in the forward line, was "according to plan." They won the first match, lost the second and had their third one drawn against a second-class team. And with every match the German play deteriorated, as their staying power seemed to be very weak. It is very likely that they got too much of the Swedish food and drinks to be able to keep in form.

And a most significant fact was that when they in their last two matches came up against stronger teams, they used every kind of dirty trick, and also tried to argue with the referee for

OFFENSIVE TRADE
PROSECUTION.

A Chinese, of No. 20, Des Voeux Road was summoned before Mr. N. L. Smith to-day for storing and cleansing cowhides at No. 7, Sai On Lane without obtaining a licence from the Sanitary Board.

Mr. W. E. L. Shenton, defending, said his client, with twenty other firms in the Colony, were big wholesale dealers of cowhides and it was not the practice of the Government to issue licences for these trades. He had seen Dr. Gibson about the matter and the latter agreed with him. During the recent hot weather it was necessary to put a good deal of salt in the hides, and when the retailers took delivery of them, they discarded the salt on the road. Mr. Shenton held that as the Government would not grant a licence his client could not have contravened the conditions.

The case was adjourned till Thursday at noon.

LAWN BOWLS.

TAKOO V. POLICE.

In the League match between Takoo and the Police, played on the Takoo greens on Saturday, the home team had a runaway victory. They won on all rinks and were 64 points in hand at the close. Scores:—

TAKOO	POLICE
Russell	Baird
Grott	Clark
Morrison	Cooper
Hamilton (S)	Grant (S)
Eldridge	Watt
Grimshaw	Watt
Wallace	Pitt
Wotherspoon (S)	Grant (S)
Muirhead	Clark
Sloan	Hollands
MacLachlan	Kent
Ferguson	(S) 41 Gordon (S)
Total	92 Total

MISTAKEN FOR VON REUTER.

The military authorities at Park Hall Camp state that the German naval officer assaulted at Oswestry recently was mistaken for Admiral von Reuter, who has not been out of camp since his internment. At the time of the incident von Reuter was standing under a tree in his compound smoking a cigar.

getting the upper hand. This unsportsmanlike conduct was strongly pointed out in most of the Swedish newspapers. The referee in one of the matches said afterwards that had it not been for the fact that this was one of our first internationals with the Germans he would have sent at least four of their players off the field. A few days later another German team from Hanover visited Gothenburg and Stockholm, and this team, who were well beaten in both places, also showed the same kind of game when they saw that they could not beat their opponents in fair play.

HOW THE GERMAN ENCOURAGES
FRIENDSHIP.

Another episode also shows the Boche as the "sportsman" he is. When the Swedish international team should have gone to Holland for their match at Amsterdam, the German authorities were very unwilling to give any passports. When the Swedish authorities asked for their reasons for objecting to let the Swedes through, they got the answer that if the Swedes on their return journey would play an international match at Berlin they would get their passports straight away. That is the manner in which the Boche thinks he can encourage friendship and the sporting relations between this country and others.

But our enemy that was used the wrong method that time, as the Swedish A.F.A. firmly replied that it was not intended to play any international match with Germany until the football world had settled itself for the future, and further more threatened the Germans with a Press scandal if they tried to force the Swedes to play them in Berlin. When you treat a Boche with firmness he always gives in, and so he did this time. The Swedes got their passports, although no international match between Sweden and Germany was played.

The above appeared in *Sporting Life*, and was sent by a Stockholm correspondent.

NEW ADVERTISEMENTS.

CONSIGNEES.

INDO-CHINA STEAM
NAVIGATION CO. LTD.

NOTICE TO CONSIGNEES.

From KOBE

THE Steamship

"KUMSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 7th inst. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON

& CO., LTD.

General Managers.

Hongkong, 1st September, 1919

NOTICE TO CONSIGNEES.

THE DOLLAR STEAMSHIP
LINE

THE Steamship

"HAROLD DOLLAR"

having arrived from Vancouver B. C. via ports, on Sept. 1, 1919, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns, until Friday September 5, 1919, when they will be examined by Messrs. Carmichael & Clarke at 10 a.m. September 5, 1919.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognised.

No Claims will be admitted after the goods have left the Godowns.

All goods remaining after Sept. 7, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for counter-signature.

THE ROBERT DOLLAR COY.

Agents.

Hongkong, 1st September, 1919.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO.,
LIMITED.

AND

CHINA MUTUAL STEAM
NAVIGATION CO. LTD.

Consignees per Co.'s Steamer

"TITAN"

are hereby notified that the Cargo

will be discharged into Hoff's

Wharf, Kowloon, where it will

lie at Consignees' risk. The

Cargo will be ready for delivery

from Godown on and after 1st

September.

Optional cargo will be landed,

unless notice has been given prior

to steamer's arrival.

All broken, chafed, and damaged

goods are to be left in the

Godowns, where they will be

examined on any Tuesdays and

Fridays between the hours of

10.45 a.m. and noon within the

free storage period.

No claims will be admitted

after the Goods have left the

steamer's Godown, and all Goods

remaining undelivered after the

8th September, will be subject to

rent.

All Claims against the Steamer

must be presented to the under-

signed on or before the 22nd

September, or they will not be

recognised.

No Fire Insurance will be

effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 31st August, 1919.

NOTICE

The annual meeting of the Hongkong Cricket League will be held on Wednesday, September 17th at 6 p.m. in the Hongkong Cricket Club Pavilion. Will representatives of all clubs interested kindly attend.
Hongkong, 1st September, 1919.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, the 5th September, 1919,

commencing at 11 a.m.

at No. 3 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., West Point.

100 Bales Sumatra Tobacco Leaf

and afterwards at No. 6

Godown

16 Bales Sumatra Tobacco Leaf

Terms: Cash on delivery.

Geo. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY the 4th

September, 1919,

commencing at 11 a.m.

at his Sales Rooms, Duddell

Street

36 bales Narcissus Bulbs

10 tins Soft Soap

9 drums Rubber Tar Sanitary Soap

5 cases "3 Boys" Soap

3 cases Mosquito netting in 25

Pieces 36 yds x 90"

Terms: Cash on delivery.

Geo. P. LAMMERT,
Auctioneer.

WISEMAN
LIMITED.

JUST ARRIVED

Cadburys
and
Frys
Chocolates
also
Orange
Blossom
Candies
WISEMAN
LIMITED.

THE INDUSTRIAL AND
COMMERCIAL BANK
LIMITED.

Head Office: 6 Des Voeux Road C/O
Hankow Branch: Paooff Building.
Now is the Time to Start Your Account
SAVINGS OR CURRENT
Your Own Account of Resources
ASSURES YOU
FREEDOM OF ACTION SELF-RESPECT
HAPPINESS
Inquiry on our SPECIAL SERVICE
will be Welcome.
J. USANG LY,
Manager.
Hongkong, 7th July, 1919.

WANTED.

WANTED:—Manager required for European Bank with office in Hongkong, Englishman with a knowledge of French preferred. Must have had managerial experience in a Bank in Hongkong and be thoroughly conversant with Banco Nacional Ultramarino—Macao Agency.

G. 1919

NOTICE.

IN THE MATTER of the Trading with the Enemy Ordinances, 1914 to 1919

The Custodian of Enemy Property, Hongkong, has for sale by Private Tender the following amount of shares in the undertaking of the Hongkong and Whampoa Dock Company Limited, namely 290 (Two hundred and ninety) Ordinary shares in respect of the capital of the said Company as existing prior to its increase in 191, and 57 (Fifty seven) Ordinary shares (being the rights in respect of the said 290 shares) in respect of the capital of the said Company as increased in 1915.

Tenders for the above will be received up to and including the 10th day of September 1919.

Particulars, Forms of Tender and Conditions may be obtained from the Custodian of Enemy Property, Hongkong, at the Treasury, Hongkong, or from Messrs. Deacon, Looker, Deacon and Harston, Solicitors, 1, Des Voeux Road Central, Hongkong.

By Order,
C. McI. MESSER,
Custodian of Enemy Property,
Hongkong.

Hongkong, 15th August, 1919.

NOTICE.

THE CHINESE MERCHANTS'
BANK, LTD.

NOTICE is hereby given that the First Ordinary Annual General Meeting of Shareholders of the Company will be held at the Head Office, No. 13 Queen's Road, Central, Hongkong, on Saturday, the 6th September, 1919, at 2 o'clock p.m. for the purpose of receiving the Report of the Directors together with a Statement of accounts for the period ending 30th June, 1919, and of transacting other business. The Transfer Books of the Company will be closed from the 1st September, 1919, to the 6th September, 1919, both days inclusive.

By Order
DONG TOY
Acting Chief Manager.

Hongkong, 28th August, 1919.

NOTICE.

HONGKONG CLUB.

An Extraordinary General Meeting of the members of the Hongkong Club will be held in the Club House on Monday, the 8th September, 1919, at 5.30 p.m. Business—As posted in the Hall of the Club.

By order,
S. DES VCEUX
Secretary.

Hongkong, 27th August, 1919.

NOTICE.

NATIONAL BONDS OF
The 3rd, 4th and 5th years of
THE REPUBLIC OF CHINA.

NOTICE is hereby given that repayment of drawn bonds and payment of interest coupons will henceforth be made in Hongkong Notes, at current rates, for the equivalent of the face value of said bonds and coupons.

For the

BANK OF CHINA.

Tsunyei Pei

Manager

NOTICE.

DIOCESAN BOYS' SCHOOL
HONGKONG.

Next Term begins on Tuesday September 9, 1919. Parents, Guardians and New Boys can see the Headmaster on Saturday, September 6 or Monday, September 8 between 10 a.m. and 12 noon. Rev. W. T. FEATHERSTONE, Headmaster.

Hongkong, 1st September, 1919.

NOTICES

Sole Agents:
THE
CONNAUGHT
MOTOR CAR
COMPANY,
28, Des Voeux Rd.
Central.
G.P.O. Box 444.



A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car
At a price within the reach of all.

A Consignment of Studebakers has just been landed.
Inspection and Enquiries are cordially Solicited.

EVERY DROP OF



Brandy is unequalled as a pleasant whole-some stimulating Tonic. It is aged in wood for years before being bottled.

Obtainable Everywhere.
Sole Agents,

H. RUTTONJEE & SON.
Wine & Spirit Merchants.
10, Queen's Road, Central.
HONGKONG.

SHELL

MOTOR SPIRIT

The Asiatic Petroleum Co. (South China) Ltd.

JUST ARRIVED

A large selection of
FILET LACE TABLE COVERS-ROUND & SQUARE.
SWATOW DRAWN WORK & SILK EMBROIDERIES,
ALL KINDS OF LADIES' FANCY GOODS.
FOR WHOLESALE AND RETAIL
PRICES MODERATE.

SWATOW DRAWN WORK CO.,

Tel. No. 2860,

No. 14, Des Voeux Rd. (Ct.)

NOTICE

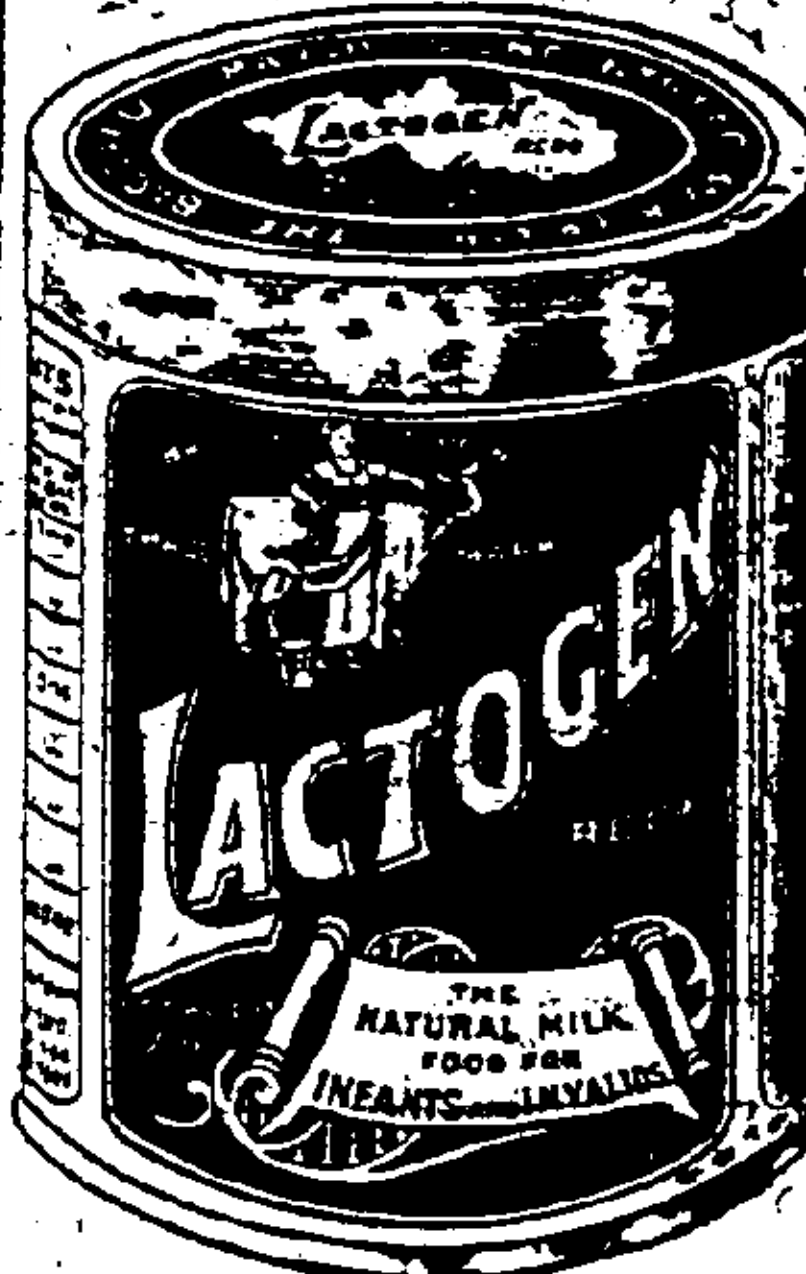
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Insurance Co.
Limited.
ESTABLISHED 1884.

The Undersigned AGENTS
for the above Company are
prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.
AGENTS.

理代泰豐

A Finer Milk Food for Infants.
Invalids and Nursing Mothers cannot
be Obtained.
A large consignment just to hand.
Prices very moderate.

粉奶牛洲澳



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Agents:
For Hongkong and South China
No. 47 & 48, Connaught Road Central,
Hongkong.
Telephone Nos. 1229 & 2230.

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WE HAVE A LARGE SELECTION OF
TYPEWRITERS ALWAYS IN STOCK AND
SOLICIT YOUR KIND INSPECTION.
WE SPECIALISE IN TYPEWRITER
REPAIRS WHICH ARE EXECUTED BY
EXPERT MECHANICS.
WE ARE IN THE BEST POSITION TO
SUPPLY TYPEWRITER REQUISITES.
SEND US YOUR ORDERS FOR RIBBONS,
CARBON PAPER, ETC.

EXCHANGE.

SELLING.

T/T Demand	4 1/2
30 d/s	4 1/2
60 d/s	4 1/2
4 m/s	4 1/2
T/T Shanghai	Nom.
T/T Singapore	172 1/2
T/T Japan	168 1/2
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	85
& New York	85
T/T Java	220
T/T Marks	Nom.
T/T France	6 7/8
Demand, Paris	6 7/8

BUYING.

4 m/s. L/C	4 1/2
4 m/s. D/P	4 1/2
6 m/s. L/C	4 1/2
30 d/s. Sydney and Melbourne	4 1/2
30 d/s. San Francisco & New York	86 3/4
4 m/s. Marks	Nom.
4 m/s. France	6 9/8
6 m/s. France	7 0/2
Demand, Germany	Nom.
Demand, New York	84 3/4
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	173 1/2
Demand, Singapore	171 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	38 1/4
Sovereign	4 9/8
Gold leaf per Tael	34 40
Bar Silver, per oz	61
forward	59

SUBSIDIARY COINS.

H'kong 50 cts sub.	\$107 pm.
" 10 "	\$26 pm.
" 5 "	\$35 pm.
C. coins	\$142 pm.

BANKS

BANQUE INDUSTRIELLE
DE CHINE
(FRENCH BANK)
Subscribed Capital - Frs. 75,000,000
Paid up - 37,500,000
(1/3 of the Capital is a Frs. 25,000,000,
subscribed by the Government of the
Chinese Republic)
Chairman of the Board of Directors:
General Manager: A. J. Pons
HEAD OFFICE
74, Rue Saint-Lazare, PARIS
BRANCHES
Shanghai, Saigon, Haiphong, Yunnan, Hongkong, Canton, Hankow, Peking, Tientsin, etc.

IN FRANCE: Societe Generale pour
favoriser le developpement du
Commerce et de l'Industrie en
France.
IN LONDON: The London County West-
minster and Paris Bank Ltd
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IN NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial
centres of the world.
TELEGRAPHIC ADDRESS:
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Interest on Current Accounts and Fixed
Deposits in Local Currency and in Gold.
Terms on application.
Every description of Banking and Ex-
change business transacted.
Special facilities for French exchange.
M. ROUET DE JOURNEL
Manager.
HONGKONG BRANCH,
Queen's Building,
5, Charter Road.
Tel. 2440

G. R.

All persons, with the ex-
ception of those of Chinese
race, desiring to leave the
Colony for places other than
anton, West River or Macao
should apply in person for per-
mission to do so at THE
PASS OFFICE, POST OFFICE
BUILDING between the hours of
a.m. to 1 p.m. and 2 p.m. to 4 p.m.
daily.
Applicants will be required to
produce Passports or identifica-
tion papers.
All persons with certain excep-
tions who remain in the
Colony for more than 7 days are
required to Register themselves
under the REGISTRATION OF
PERSONS ORDINANCE 1916.
Forms of Registration giving the
particulars required may be
obtained at the G. P. O. and at
all Police Stations.
The Penalty for non-com-
pliance is a fine not exceeding
450

THE HONGKONG & SOUTH
CHINA WAR SAVINGS
ASSOCIATION.

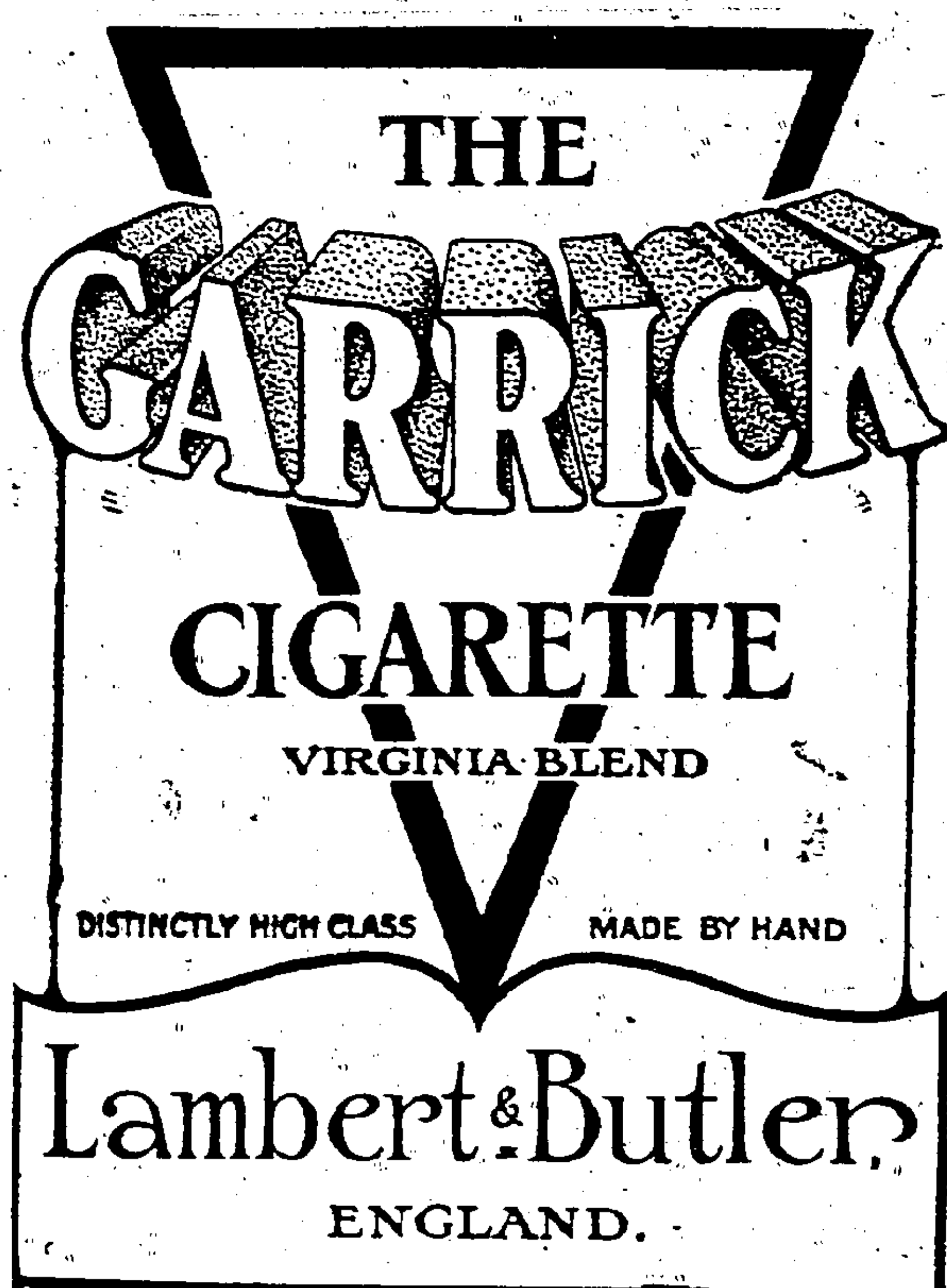
APPLICATION forms for
Membership of the above
Association may be obtained
from all the Banks or from the
undersigned.
THE UNION INSURANCE
SOCIETY OF CANTON, LTD.
Honorary Secretaries &
Treasurers
Hongkong, 15th January 1919.

PEAK TRAMWAYS CO. LTD.

TIME TABLE

WEEK DAYS		
7.00 a.m. to 8.00 a.m.	Every 15 min	
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NOTICES.

A HIGH GRADE
VIRGINIA:—

SOLD BY ALL TOBACCONISTS.

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

TO-DAY'S SHARE
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Banks.	
H.K. & S. Banks	\$680
Marine Insurances.	
Cantons	435
North Chinas	\$205
Unions	212½
Yangtzes	230
Far Easters	23
Fire Insurances.	
China Fires	138
H. K. Fires	345
Shipping.	
Douglases	95
Steamboats	24 24½
Indos (Pref.)	32
Indos (Def.)	183
Shells	178½
Ferries	35½
Refineries.	
Sugars	178
Malabons	46
Mining.	
Kailans	60½
Langkats	19
Shanghai Loans	19
Shai Explorations	210
Raubas	44½
Tronohs	47½
Ural Caspians	101
Docks, Wharves, Godowns, &c.	
H.K. Wharves	179
K. Docks	116
Shai Docks	\$25½
N. Engineerings	109½
Lands, Hotels & Buildings.	
Centrals	120
H.K. Hotels	121½
L. Invest.	9
H. phreys Est.	46
K. loon Lands	175
L. Reclamations	94
West Points	305
Cotton Mills.	
Ewos	\$27½
Kung Yiks	\$207½
Lau Kung Mows	\$112
Oriental	\$215
Shai Cottons	\$15
Yangtzepeeps	630
Miscellaneous.	
Cements	12½
China Borneos	9
Do. Light old b.	29½
China Providents	87
Dairy Farms	34
Electrics H. K.	31
Electrics Macao	835
Hongkong Ropes	74
H. K. Tramways	80 cts.
Peak Trams, old	34
Do. new	12
Steam Laundries	16
Steel Foundries	5½
Water-boats	12
Watsons	29
Wm. Powells	
Wisemans	

Hongkong, Sept. 3, 1919.

WEATHER REPORT.

Sentinel 34, 11h. 10m.—No return from Vladivostok, Japan, or Port Arthur. Pressure has increased considerably along the coast of China and slightly in southern districts. It has decreased considerably over N.E. China.

The typhoon passed a little to the east of Guizhou yesterday afternoon. A depression is shown over the north-west portion of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to day, 0.97 inches. Total since January 1st, 65.18 inches against an average of 65.94 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap Rock. Variable winds, moderate showers.

2 Formosa Channel. The same as No. 1.

3 South coast of China. The same as No. 1.

4 South coast of China. The same as No. 1.

C. W. JEFFRIES, Chief Assistant.

Hongkong Observatory, S. P. 3, 1919.

HOTELS.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.

15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF MRS. BLAIR.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WICHMILL, Manager.

NOTICE.

MITSUBISHI SHOU
KAISHA, LTD.

(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.
SOLE PROPRIETORS OF
TAKASHIMA, OCHO, MUYASE, KENBAYE,
YOSHINOYARI, HOJO, KAMAKURA, SATO,
KANADA, SHIMIZU, KAMATAMA, NISA,
AND OTSUKI COAL MINES.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSUBUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTABU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TSINANFU, HANKOW, SHANGHAI, TAIPEI, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address:—

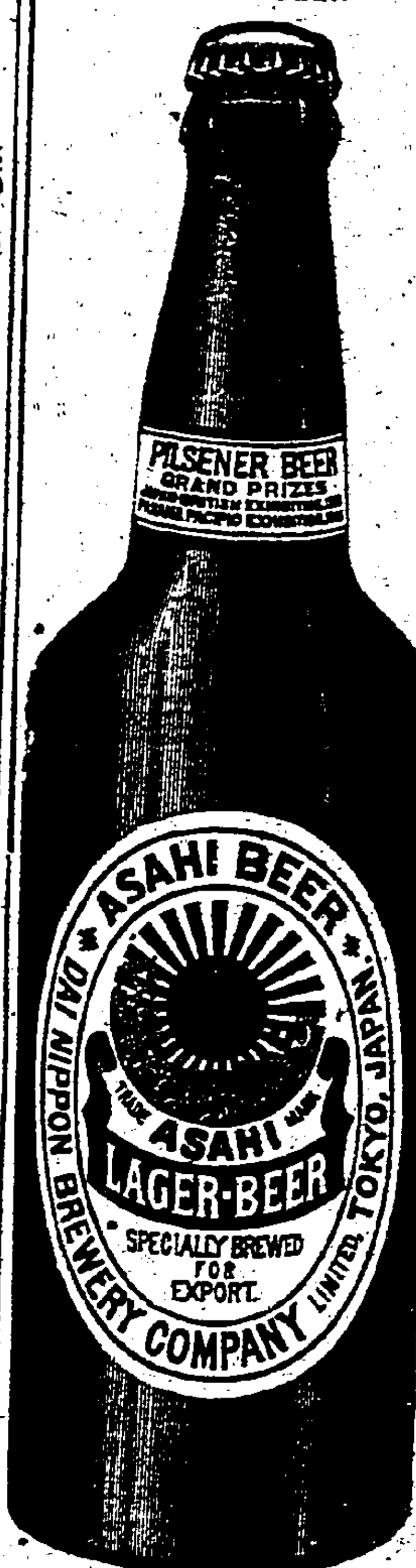
Hongkong:—"IWASAKI"

Canton, Haiphong:—"IWASAKI"

Codes:—A. A. B. C. 5TH ED.
Western Union and Bentley's.
AGENCY FOR THE OSAKA MARINE AND FIRE INSURANCE CO. LTD., OSAKA.

For Particulars Apply to:—
S. SAYEKI, Manager,
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ENTERTAINMENTS.



THE VICTORIA THEATRE.

TO-NIGHT! TO-NIGHT!

THE
"GLOBE TROTTERS"
FIRST CLASS ENTERTAINERS.

SOMETHING OUT OF THE ORDINARY.

Prices: \$3, \$2 & \$1.

Soldiers and Sailors Half Price.

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TEL. NO. 1743. CORONET TEL. NO. 1742.

LIGHT at 5.15 & 9.15 p.m.

METRO presents

LIONEL BARRYMORE

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"HIS FATHER'S SON"

etc., etc.

Usual Prices. Booking at ROBINSON'S.

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THE HONGKONG HOTEL. The leading Hotel in the Far East.

THE REPULSE BAY HOTEL. The swimming seaside resort of South China.

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The Hotel Company, having recently extended their cold storage plant and instituted motor transportation, are specializing in outside catering such as banquets, dances, parties, etc., and are prepared to supply all necessary equipment, decorations, furnishings, and music.

Quotations may be obtained on application at the Hotel Main Office, or representative will call on communicating with

Telephone No. 483, Catering Department.

Telephone No. 1673, Manager.

J. H. TAGGART, Manager.

KINGSCLERE HOTEL MID-LEVEL

CRAIGLEBURN HOTEL THE PEAK

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Printed and Published for the Proprietor by David Wilson, at 11, Ice House Street in the City of Hongkong.

SHIPPING.

VESSELS ARRIVED.

Taksang, 977, Br. Capt. Picknell.
Haiphong, J. M.—Mooring—C 17.
Suiyang, 1395, Br. Capt. Gibbs.
Canton, B. & S.—Mooring—B 12.
Hangchow, 999, Br. Capt. Wuhu.
Wuhu, B. & S.—Mooring—C 41.
Chik Chang, 443, Ch. Capt. Fung.
Hoikow, Yuen Sheong Lee—B 7.
Shidzuoka Maru, 3337, Jap. Capt. Ozaki.
London, N. Y. K.—Mooring—B 5.
Shinryu Maru, 1958, Jap. Capt. Mori.
Bombay, N. Y. K.—Mooring—K Wharf.

VESSELS CLEARED.

Hangchow for Canton
Suiyang for Shanghai
Fushiki Maru for Saigon
Harold Dollar for Vancouver
Muroto for Hongay
Shidzuoka Maru for Yokohama
Edmore for Seattle
Shinryu Maru for Moji
Titan for Yokohama
Hsinum for Canton
Cyclops for Liverpool

METEOROLOGICAL.

Previous.
Day On date On date.
at 5 p.m. at 6 a.m. at 5 p.m.
Barometer 19.6 19.69 19.73
Temperature 84 78 83
Humidity 75 91 79
Wind Direction W. C. L. M. W.
Force 3 0 3
Weather 0 0 0
Rain 0.3 0.10 0.97
Highest and lowest temperatures on the 2nd 76
Lowest 63 77
H.K. Observatory, Sept. 3, 1919.
T. F. CLAXTON, Director.

POST OFFICE.

A new system of advising postal parcels between Hongkong and the United Kingdom has been adopted as a result of which it will be necessary in future for senders of uninsured parcels from Hongkong to fill in two Customs Declaration Forms in respect of each parcel.

Telegraphic communication with Waglan Lighthouse is interrupted.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Shanghai—Per SINKIANG, 3rd Sept.
Japan and U.S.A.—Per CHINA, 4th Sept.
Shanghai—Per SUNNING, 4th Sept.
Shanghai & Japan—Per KAMO MARU, 4th Sept.
Japan and U.S.A.—Per KOREA MARU, 5th Sept.
Europe via Suez—Per KEEMUN, 5th Sept.
Shanghai—Per TEAN, 6th Sept.
Shanghai—Per YINGCHOW, 7th Sept.

OUTWARD MAILS.

TO-MORROW.

Hoikow, Pakhoi & Haiphong—Per KAIPONG, 4th Sept., 9 a.m.
Saigon—Per DERWENT, 4th Sept., 11 a.m.
Shanghai and North China—Per SUIYANG, 4th Sept., 11 a.m.
Weiheiwei, Chetoo and Tientsin—Per KUEICHOW, 4th Sept., 3 p.m.

Java & Port Moresby via Batavia—Per TUIKINI, 4th Sept., 3 p.m.

FRIDAY, 5TH SEPTEMBER.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE VIA MARSILLES—Per KAMO MARU, 5th Aug. Reg. 9.15 p.m. Letters 10 a.m.

Japan via Nagasaki, Canada, U. S., Central & South America & EUROPE VIA VANCOUVER B.C.—Per EMPRESS OF RUSSIA, 5th Sept., Reg. 9.45 a.m. Letters 10.30 a.m.

Swatow, Amoy and Foochow—Per HAIHONG, 5th Sept., noon.

Philippine Islands—Per LOONG-SANG, 5th Sept., 2 p.m.

Shanghai and North China—Per SINKIANG, 5th August, 5 p.m.

Saigon—Per SHISEN MARU, Sept., 5th 5 p.m.

SUNDAY, 7TH SEPTEMBER.

Shanghai and North China—Per SUNNING, 7th Sept., 9 p.m.

Swatow, Amoy and Formosa via Keelung—Per KAIJO M., 7th Sept., 9 a.m.

MONDAY, 8TH SEPTEMBER.

Shanghai and North China—Per TEAN, 8th Sept., 5 a.m.

TUESDAY, 9TH SEPTEMBER.

Swatow and Bangkok—Per KANCHOW, 9th Sept., 10 a.m.

Shanghai and North China—Per SHANTUNG, 9th Sept., 10 a.m.

Swatow, Amoy & Foochow—Per HAITAN, 9th Sept., 1 p.m.

Shanghai and North China—Per YINGCHOW, 9th Sept., 5 p.m.

WEDNESDAY, 10TH SEPTEMBER.

Japan via Moji, Honolulu, San Francisco & South America—Per ANYO MARU, 10th Sept., noon.

FRIDAY, 12TH SEPTEMBER.

Swatow, Amoy and Foochow—Per QUINNEBAUG, 12th Sept., noon.

THURSDAY, 18TH SEPTEMBER.

Shanghai, N. C. and Japan via Kamo—Per KAGO MARU, 18th Sept., 10 a.m.